

**IT'S ALL ABOUT THE BUSES!**

# Bus & Coach PRESERVATION

**Inside this month:**

**EASTERN COUNTIES GJW**



**ECW RALLY HIGHLIGHTS**



**RT IN PRESERVATION  
FOR 45 YEARS**



**ALDERSHOT & DISTRICT  
DENNIS E REPORT**



**Plus: all the latest news  
and much more!**



# LH IN EXILE

## NEW HOME IN WALES FOR LH



Vol 20 No 4 SEPTEMBER 2017 £4.60



## A WEST COUNTRY HOLIDAY

At this time of the year thoughts inevitably turn to holidays, both forthcoming and to memories of those of years gone by. Many of us associate certain bus operators with such holidays, maintaining an interest in them as a result. For example, Southdown and Crosville are associated with holidays on the South Coast and North Wales respectively, whilst Southern and Western National are inevitably linked with never-to-be repeated West Country holidays of many years ago.

So, in this issue we decided to help you relive those memories with a look at both operators, which are of course divisions of a single entity. So why the division? Historically the companies existed as a result of railway interests, Southern National

operating in those parts of the West Country served by the Southern Railway (initially the London & South Western Railway), whilst Western National looked after those areas which fell under the control of the Great Western Railway. With the lines crossing each other in several places, it was possible to drive backwards and forwards through the two operators' territories.

Later on in this issue we take a look at Western National, so here we maintain the balance with a quick visit to Southern National.

**MAIN PICTURE: 1950 Bristol KS5G No 1838 (LTA 948) is seen climbing through Coombe Martin en route to Ilfracombe.**

Pictures: PRESBUS ARCHIVE





**BELOW:** The Bristol LH was a useful vehicle given some of the more lightly trafficked routes in Southern/Western National territory. Seen here in 1983, Bristol LH6L 105 (GDV 462N) was new to Western National in 1974, but is seen here following transfer to Southern National. No 105 later ran with Devon General fleetnames.

**BOTTOM:** Seen in Ilfracombe in July 1969, 1950 Bristol KS5G No 1839 (LTA 949) awaits its next departure.



## NEWS PLUS

The latest news from the world of bus preservation and beyond.

## LH IN EXILE

A Western National Bristol LH6L travelled to North Wales with a contractor. Having stayed, it is now restored. PHILIP LAMB reports.

## RETURN JOURNEY: WAY OUT WEST

A selection of Western National buses down the years.

## ON THE ROAD

DAVID JUKES presents this month's selection of older buses and coaches doing what they do best.

## AFTER THEY WERE FAMOUS: EX-SOUTHDOWN

Southdown coaches were popular with contractors when their front line duties were over.

## ADORRS AND THE THREE Es

Former Aldershot & District Dennis E D235 (OT 8902) of 1928 is now a restored chassis. DAVID JUKES reports.

## RETURN JOURNEY: TRACCO REVISITED

We look back to the days when in North Hampshire and West Surrey, green and cream was supreme . . .

## BARRY BEAUTIES

HUGH JONES visits this year's Barry event.

## EASTERN COACH WORKS HONOURED

PHILIP LAMB attended the celebrations marking 30 years since the closure of the ECW factory in Lowestoft.

## BUSES IN THE GLEN

This year the event moved to Roberts Park, where the informal parkland provided a setting in which one can photograph buses to advantage.

## RYDABUS

JOHN G. LIDSTONE reports on a new Isle of Wight event.

## A SOLE SURVIVOR

In the first of a two-part feature, SIMON GILL brings us the fascinating story about the rescue and restoration of the oldest remaining Bristol double-decker and the only remaining Bristol G type to survive.

## RT FORTY-FIVE

An RT, that toured eight countries to promote the 1951 Festival of Britain when new, has now been preserved by the same owning group for 45 years. NICK LARKIN hears an incredible history.

## THE MODEL PAGE

NIGEL APPLEFORD examines something a little different — EFE's 1:76 bus operator support vehicles.

## OFF ROUTE

Some fascinating material from an RT-owning group's archive and a tribute to a bus depot are among this month's unusual observations from NICK LARKIN.

## BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

Cover: **Seen on Llandudno's West Shore, Marshall-bodied Bristol LH6L 1253 (VOD 123K) has recently completed a lengthy restoration. Read the full story on page 12.** PHILIP LAMB

6

12

18

22

28

30

35

39

40

46

48

52

56

60

64

67/1

# YARDLEY WOOD BUS CLUB

NX Historic Society, Yardley Wood Bus Club  
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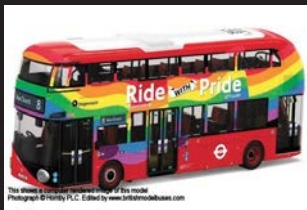
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## UPDATED RALLY DATES FOR 2017 SEASON

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Bus Museum

27/28 Aug Transport  
Museum Wythall

Bank Holiday Running Days

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10 Sept Birmingham Bus  
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17 Sept SHOWBUS

Donington Park

24 Sept Potteries Connection  
Running Day & First Potteries  
Open Day

8 Oct Transport Museum  
Wythall

Open & Running Day

# SERVICE WITH A SMILE AT YWBC



## Editor:

Philip Lamb 024 7661 6930  
busandcoachpreservation@gmail.com

## Contributing editors:

Simon Gill simongill217@gmail.com  
David Jukes david.n.jukes@btinternet.com  
Nick Larkin nicklarkin721@btinternet.com  
John G. Lidstone thamesview@hotmail.com

## News editor:

Nigel Appleford 8 Claydon Avenue, Southsea PO4 8RJ  
nigel.appleford@btinternet.com

## Design and layout:

Russell Strong busandcoachpreservation@gmail.com

## Administration/Readers' ads/trade advertising sales:

Sandra Lamb 024 7661 6930  
presbusp2@btinternet.com

To contact any of the above by post please write to:  
Bus & Coach Preservation, Unit 12, Redland Close,  
Alderman's Green Industrial Estate, Coventry CV2 2NP.

## Subscription Service:

Webscribe Ltd 01442 820580  
bcp@webscribe.co.uk

Write to: Bus & Coach Preservation Subscriptions  
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## Please send your contributions to:

Bus & Coach Preservation, Unit 12, Redland Close,  
Alderman's Green Industrial Estate, Coventry CV2 2NP.  
E-mail: busandcoachpreservation@gmail.com

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# Remember Nostalgia?

Nostalgia is currently big. Society is full of folk who sincerely believe in the 'Good Old Days' — 'things ain't what they used to be', they bemoan. Our memories are crammed full of the times when summer seemed endless, life was peaceful, front doors were never locked and there were no dents in the buses.

But was it really like that? Those who lived through World Wars would certainly not agree. Furthermore, there have always been tragedies and disasters on a par with those that occur today, but as time fades so do the memories of their impacts.

Nevertheless most of you are reading this magazine because of fond recollections of days gone by, hoping to hold on through its pages to those golden memories of old.

Nothing wrong with that. We here at B&CP are with you all the way, although we might be a little nearer the sharp end. Today, as we write this we are listening to an Internet radio station devoted to the hits of the late-1950s and early-1960s. It's a fairly typical day. When time permits there are endless episodes of 'Heartbeat' to flicker in front of the eyes on the box in the corner. All in all we don't have much time to enjoy life in the 21 Century — we're too busy reliving the past!

But will it last forever? As the generations pass, the nature of nostalgia changes. Most of us have the fondest memories of the buses to our youth, and for those of us lucky to have lived that long, that probably means the last of the prewar breeds. Younger readers might have difficulty getting to grips with the excellent Bristol GJW featured in this issue in the same way that most of us are unable to enthuse more over something built pre-1920 as we can about an AEC Regent V.

Nostalgia is, at the end of the day, a form of escapism.

And what better way to escape is there than to revel in memories of the buses of your youth, rather than participate in the modern world which worsens by the day? Enjoy it — like everything else — it won't last forever!

## IMPORTANT PLEASE READ

Next month we are publishing our annual guide to bus preservation societies and enthusiast groups.

## WE NEED YOUR UPDATES!

Last year's guide appeared in the September-dated issue, so please check your entry.

Even if you have already sent in updates — please send them again to make doubly sure.

Sadly, we do not have time to chase entries, so it's down to you to make sure that your info is correct!

Please ensure all updates have reached us by **FRIDAY 18 AUGUST** at the very latest.

Thanks for your help.



## STOP PRESS PICTURE...

This picture arrived too late for inclusion in Simon's feature on Roger Burdett's Bristol GJW, so we have included it here. It shows VG 554I being loaded for the USA by crane at Ipswich Docks in 1962. IPSWICH TRANSPORT MUSEUM



## Westcliff KSW now in Crieff

Crieff Hydro had many cars in motoring's 'Golden Age', and today has a fleet of over 40 vehicles from Segways to 1953 Bristol KSW5G, WNO 475. The Hydro owners have always been keen to have classic or unusual vehicles in its collection.

WNO 475 began its career in 1953 with Westcliff-on-Sea Motor Services and a few years later was taken into the Eastern National fleet at Chelmsford from where it was withdrawn in 1980.

In retirement WNO travelled overseas

to Holland and was used for tours of the flatlands. It was purchased by current owners, the hotel chain that runs the Crieff Hydro, Peebles Hydro and Park Hotel, from Holland in Spring 2015 and driven back from Holland via the Amsterdam to Newcastle ferry. A six-hour journey from Newcastle to Crieff went without a hitch.

The bus is seen here at the Park Hotel where the bus provides transport for guests to the nearby Peebles Hydro.

Picture: MARK SHILLINGLAW



## Rambler buys Faro 2

Rambler Coaches of St Leonards has acquired OUM 727P, one of the last remaining Bedford J2SZ10 with Caetano Faro 2 body of which only 31 were imported into the UK by Moseley in the mid 1970s

OUM 727P was new to Anderton of Keighley in April 1976, later passing to J C Coaches, Boughton, Notts in August 1989, which upgraded the coach by fitting a six-cylinder 330 diesel, wider PJK front axle and air brakes.

In September 1996, the coach passed into preservation with Bod Fleming of Leicestershire who regularly rallied it until sale to Terry Howlett of Shepshed in August 2007.

Following some further restoration, the coach will join the Rambler heritage collection. If anyone has any spares for the Faro including windscreens and seats, Colin Rowland at Rambler would be interested — contact him on 01424 752505. Report: JOHN WAKEFIELD  
Picture: RICHARD HAUGHEY



## Royal Bedford becomes greenhouse

A Bedford PJK (VAS5) with bespoke Duple Dominant II-derived body has ended its days as a greenhouse feature in a 'Pocket Park' at Sutton House and Breakers Yard (a National Trust property) at 2-4 Homerton High Street, Hackney, London.

The Bedford which started its life in July 1985 with the Royal Household at Kensington Palace as KLP 1D, one of a number of small coaches used to transport royal household staff to various royal residences. After disposal by the Royal Household it passed via three

PSV operators before being sold at auction in Belle Vue, Manchester in April 2002 to a Mr Austin of Sheffield for a caravan/motor home conversion. This project stalled after he became ill, and, apart from the removal of the seats, the coach stood in his garden until sold

via eBay in 2014 to the National Trust. The cherished number plate (KLP 1D) was subsequently sold on to a number plate dealer and was purchased by Peter Holland, the owner of another Royal Bedford, J2 Duple PYY 28D — this vehicle originally carrying the KLP 1D mark.

The Bedford was modified for the National Trust for its 'Pocket Park' garden project at Sutton House, Hackney by a specialist contractor which removed the engine and running gear and mounted the body on an internal frame to allow access at ground level.

The park is open Wednesdays to Sundays from 12.00 till 17.00 and admission is free. For more details see <https://www.nationaltrust.org.uk/sutton-house-and-breakers-yard>

Report: JOHN WAKEFIELD

Picture: OWEN WOODLIFFE





## Beadle Bedford to be restored

Ex-Crosville SC18 (JFM 990), a 1950 Bedford/Beadle which has for many years been at the Wirral Transport Museum, in a derelict state after later use by Crosville as an information centre at Llandudno, has been acquired from The Griffin Trust by K & R Walsh of Manchester for restoration. Ray Walsh says they plan to have it restored and running at the 2018 Llandudno Transport Festival. The outside will be restored to look like the ticket office but inside will be living accommodation. Our pictures show the vehicle in 1983 and in 2008. Report: JOHN WAKEFIELD  
Pictures: ROBERT FORSYTH/  
DAVID BEARDMORE



## Bristol returns for preservation

1979 Bristol VRT BFX 570T has been secured for preservation by John Cumming of Blandford.

This VRT, numbered 3402 in the fleet was used by Hants & Dorset firstly at Poole and then Blandford depots until April 1983 when it was transferred to the newly reformed Wilts & Dorset. Having run over a million miles in service it was withdrawn in November 1992.

Plans were in place for this particular bus to join the Wilts & Dorset VRT upgrade programme, but instead it was sold to Viscount Bus & Coach Company, Peterborough (857) in January 1993. It then passed to Turners Coaches, Bristol in January 1997 and then to Buglers, also of Bristol in March 2003, its last operator being Pencoed Travel in May 2006 in whose livery it remains. The bus ran with Classic Gold adverts while with Viscount, Turners, Buglers and Morris with the wavelength



being altered for the different regions of the country as it passed between the operators, it still carries these adverts including those on the roof!

The bus had a further four owners after Morris, and was nearly exported to the United States but now resides beside its former route (the 184 Salisbury-Blandford-Weymouth) in Dorset. John is intending to have the bus repainted in original poppy red Hants & Dorset.



## Vallances buy AEC Regal

Vallances Coaches of Kirkby-in-Ashfield has acquired Willowbrook-bodied AEC Regal KNU 446 from Exclusive Cars of Nottingham which had used it on wedding hire. The Regal, new to J. H. Wooliscroft t/a Silver Service of Darley Dale in October 1946, had previously been in preservation with Burtons Coaches of Alfreton, where it had received a full restoration in the late-1980s/ early 1990s. In a statement to B&CP, Ben Vallance said that the company had bought the Regal in order to prevent its possible export to Korea. It will join its heritage fleet. Report: JOHN WAKEFIELD  
Picture: DAMIAN SHARPLES







## First public open day at CPPTD

The City of Portsmouth Preserved Transport Depot (CPPTD) held its first public open day at its Wicor Farm, Portchester site near Portsmouth on Sunday 25 June. The CPPTD was exiled from its council-owned premises in Old Portsmouth in 2003, and since then has been in various places not deemed suitable for public access. While at Old Portsmouth the 'Depot' was normally open twice a month and generated considerable interest from enthusiasts and the general public, many locals still enquire about what happened to the buses

and the group after 14 years absence.

The open day was described by CPPTD Chairman Phil Marfleet as 'low key to test the feasibility of occasional public openings and to gauge interest'. Vehicles were moved outside for display and to enable visitors to see restoration work in progress. Two free heritage bus services were offered: a half hourly service to/from Cosham railway station and Portchester, Red Lion for the main car park with the aim of visitors not bringing cars down the narrow residential Cranleigh Road which leads to the site. The second service

took visitors up to Portsdown Hill above Portsmouth. Your News Editor and his good lady were kept busy dispensing refreshments, they know their place! Despite local publicity only 200 or so visitors were welcomed during the day.

The event was though deemed successful and a number of potential improvements noted, the 'Depot' will again be open to the public on Bank Holiday Monday 28 August between 10.30 and 16.00. For more information please e-mail: [Chairman@cpptd.co.uk](mailto:Chairman@cpptd.co.uk) or see the Facebook page: <https://www.facebook.com/cpptd/>

## Hants & Dorset Bristol returns



A former Hants & Dorset 1945 Bristol K6A is back in Hampshire having spent over 40 years in Southern Ireland. The bus was one of a batch converted to open-top by H&D in 1952 for use between Bournemouth and Sandbanks Ferry. After withdrawal in 1968, it was sold for use as a promotional vehicle in Eire, eventually passing into the care of the Transport Museum Society of Ireland (TMSI) in the late 1970s. It remained in the museum store at Castleruddery until pressure on space meant that it needed to find a further home.

Thanks to contacts through the British Bus Preservation Group, it is now safely back in the UK. The bus has survived remarkably well due to many years of dry storage, and although a major project, it is now back home where restoration can begin. Report and picture: WILLIAM STANFORTH



# CTPG celebrates 25 Years

The Cardiff Transport Preservation Group was formed in March 1992 for the purchase and repatriation of Leyland Titan XUH 368 from Hull. AEC Swift, MBO 512F, was acquired in July 1992 when storage for these buses became available at the Newport Corporation premises. As membership increased the group was registered for charity status.

Glyn Bowen was co-opted as rally secretary for the first Bus & Coach Wales 1994 held at Barry Island as he had previously organised the HCVC Cardiff rallies from 1976 to 1988 and went on to organise the Taff Vale Rally at Merthyr in 1991 and the Merthyr Trevithick bi-centenary event in 2004 held at Merthyr Tydfil bus station.

Bus & Coach Wales continued to be held at Barry Island Coach Park annually from 1995 to 1999. In 2000 the Stagecoach 2000 rally transferred back to Cardiff city centre. No rally was held in 2001, but the Cardiff Centenary event was staged at the City Centre in 2002. Glyn Bowen took over as CTPG Chairman from 2001 due to the resignation of Julian Brinkworth due to ill health. Mike Taylor succeeded Glyn as Chairman in 2004.

The Merthyr Tydfil Vintage Bus Show was first held in 2005 and organised by Robert Price for CTPG with the co-operation of Merthyr Tydfil College. In 2006 and 2007 the Bus & Coach Wales Rally was held at Merthyr College, organised again by Robert.

With Mike Taylor at the helm this event continued at the college for the next three years before moving to the Rhydycar Leisure Centre in 2011. The BCW event has

continued to thrive there with the co-operation of Merthyr Tydfil Council.

The CTPG vehicles moved from Newport to Wenvoe Quarry early in 2003 and after three years moved again to Watts Yard at Bonvilston. It was the aim of the group to secure the lease of the old Western Welsh depot in Barry which had been unused for some years. Negotiations with the owners, Vale of Glamorgan Council, continued for some time and were eventually successful in the summer of 2008 when the first bus arrived back in the depot after many years. Undercover storage at last!

At Barry Waterfront, a small transport event was held in 2001, but the CTPG was not involved with this. In 2003 the Barry Festival of Transport was organised by the Vale of Glamorgan Railway with help from another transport group at the Hood Road site. This was repeated in 2004 and 2005 and the CTPG did well with their sales stand. The following year the CTPG stepped in at short notice to help organise the event due to the previous

organising group dropping out.

The Barry Festival of Transport has been held each year since 2006 with assistance from the Vale of Glamorgan Council. By 2009 the Vale of Glamorgan Railway had gone into liquidation so the event became run entirely by CTPG volunteers. The show has since grown in size and popularity as in recent years well of 250 vehicles have been on show including around 50 buses and coaches.

Since 2010 CTPG has enjoyed the co-operation of The Cambrian Railway Company, new owners of the Barry Tourist Railway. In 2013 the Hood Road site became unavailable, but fortunately the Vale of Glamorgan Council agreed that the CTPG could use the former Butlins site, hence the Festival of Transport moved to Barry Island.

Over the next few years more buses were acquired, and with more privately owned buses stored at the Broad

Street Depot, extra storage was sought.

From late 2014 CTPG was able to lease a large, secure building on Atlantic

Way at Barry Docks from Associated British Ports. Under the leadership of Chairman Mike Taylor, the group membership had grown to nearly 180 by the start of 2017. Some important historic buses have recently been purchased bringing the total of group-owned vehicles to 48. Members buses now total 37, mostly kept under cover at one or other of the two sites of Broad Street and Atlantic Way.

This year's Merthyr Tydfil Festival of Transport will be held at the Leisure Centre on Sunday 10 September, see [www.ctpg.co.uk](http://www.ctpg.co.uk) or Facebook for details.

Our picture shows Cardiff 368, the first bus, at Newport in 1992 with from the left: Ian Barlow, Steve Morgan, Julian Brinkworth (Chairman), Tony Brewer and John Wake. No 368 is still on the waiting list for restoration at Barry Bus Depot.





## Bleak future for AEC Renown

The future of VA 5777, an AEC Renown with Metcalf body new in 1926 to GOC, Hamilton looks bleak.

Having been a static exhibit at the Stondon Motor Museum in Bedfordshire for many years, it was sold at auction by Brightwells in June 2015 for £15,500, the museum having closed earlier in 2015.

The owner is apparently The Earl of Plymouth Estates, Bromfield, Ludlow,

Shropshire. It is not known what the estate plans to do with the bus, but use for wedding hire has been suggested, but it will need major restoration and a new differential before this can happen.

It has been left out in the open since September 2015 following delivery from the museum, the bus remaining in this position in May this year.

Report: JOHN WAKEFIELD



Picture: JOHN WAKEFIELD COLLECTION

## Old VRTs go to 'Glasto'

With no Glastonbury Festival in 2018 and uncertainty over the next year, it is likely that sight of multiple Bristol VRTs from Chepstow Classic Buses (supplemented by other newer vehicles) on Rail & Ride duties from Castle Cary railway station to the festival site at Worth Farm will be a thing of the past.

Vehicles for these shuttles were largely provided by Abus, Bath Bus Company, Centurion, Chepstow Classic Buses and First Bus, with longer distance services being operated by National Express and associated companies.

Chepstow Classic Buses provided ex-East Kent 7677 (CJJ 677W), ex-Hants & Dorset 3375 (UFJ 856S) and ex-East Kent 7659 (XJJ 659V). Privately owned VDV 122S was on loan to North Somerset Coaches for festival transport was one of three further Bristol VRTs in operation during the weekend, the others being XHK 221S from Abus and AHW 201V from Bath Bus Co.

VDV 122S is seen at 'Mass exodus Monday', the 26 June, when a considerable number of festival goers head home after the festival had finished for the weekend. Report and picture: TOM GRAHAM



## EFE Collectors Club members offer

Following its acquisition of the EFE brand last October, Bachmann Industries is extending a special offer to all former members of the EFE Collectors' Club.

Bachmann Collectors' Club Manager Richard Proudman explains: 'Unfortunately when we took over EFE, we did not gain access to the database of EFE subscribers, and so we have been unable to contact them directly. To thank EFE subscribers for their loyalty to the brand, members can now join the Bachmann Collectors' Club for a £9 discount on the current fee of £29 per annum by sending in their old EFE membership card in exchange for a new Bachmann one'.

The BCC (Bachmann Collectors' Club), which has been serving railway modellers since 1997, is now catering for EFE collectors too. On joining, former EFE subscribers will be able to choose a free gift from a selection of twelve EFE models, in addition to receiving quarterly issues of Bachmann Times, a calendar in December, a personalised membership card, the annual club badge and the chance to take part in Members' Day which is held at a heritage railway.

Those interested in joining should contact the club office on 01455 841756 or download the application form from [www.bachmann-collectorsclub.co.uk/membership](http://www.bachmann-collectorsclub.co.uk/membership) but PLEASE NOTE, Bachmann do not currently have the facility to process online applications for those wishing to take advantage of the introductory offer available only to former EFE Collectors Club members, these applications must be made by either calling the above number for a hard copy of the form or by printing off the online version, before completing it and returning it to Bachmann together with your EFE Collectors' Club membership card.





# Low emission certificate for Allison Routemaster

A 1962 Routemaster retrofitted with an Allison transmission has become the oldest vehicle to be awarded Low Emission Bus (LEB) certification, matching the environmental credentials of the latest diesel hybrid and alternative fuel buses.

The privately owned Routemaster (RM1005) was repowered with a Cummins ISB 4.5-litre Euro 6 diesel engine and before undergoing LEB tests in February, its previous Allison transmission was replaced with an Allison T2100 fully automatic unit. Allison's recently launched FuelSense 2.0 software, featuring DynActive™ Shifting, delivers up to 6 per cent additional fuel savings beyond the company's original FuelSense software. The conversion was completed by Mitchell Powersystems, Allison's UK distributor, and is available now.

The same engine-transmission combination could enable other Routemaster buses to continue operating in London when Ultra-Low Emission Zone (ULEZ) exhaust emissions standards come into force within the same area as the current Congestion Charging Zone in April 2019. Retrofitting the new engine and transmission would also exempt Routemasters from the new London T-Charge being introduced this October, which imposes a £10 daily surcharge in addition to the Congestion Charge on vehicles that fail to meet exhaust emissions standards.

RM1005 was purchased for private use in 2007 by Sir Peter Hendy CBE, current chairman of Network Rail and former Transport for London commissioner.

'This conversion demonstrates that it is a viable economic proposition to update old buses and goods vehicles with modern engines and transmissions to keep them meeting the demands for

better pollution control and better air quality,' said Sir Peter. 'Since fitting the Allison transmission, We get good fuel consumption after first changing the engine, but not as good as we'd hoped for considering how light the Routemaster is. That's when I realised we could get a much better result with a modern transmission that matches the engine.'

'Now, as well as giving good fuel consumption, it's an absolute dream to drive. It's really smooth, changes gear easily, and has a high-speed range the original never had. It shows how far modern engine and transmission technologies have progressed.'

The LEB standard was introduced in 2015 by the Department of Transport as a key part of the drive to reduce greenhouse gas emissions from UK bus fleets and to improve local air quality. To gain LEB certification, a bus must achieve

a reduction of more than 15 per cent in well-to-wheel greenhouse gas emissions (methane, carbon dioxide and nitrous oxide) compared with a Euro 5 diesel bus and must meet the Euro 6 engine standard in other emissions. Euro 6 has delivered a 95 per cent reduction in emissions of nitrogen oxides compared with Euro 5 models.

Those interested in taking a ride on Routemaster RM1005 with Sir Peter at the wheel, can catch the bus (or one of several other Routemasters) at Warminster station on 26 August and ride out to Imber, Wiltshire's 'lost village', which stands uninhabited in an isolated part of the British Army's training grounds on Salisbury Plain. All fares on RM1005 will be donated to the Royal British Legion and to St Giles' Church in Imber. More details are available at <https://imberbus.wordpress.com>.



## SHMD Daimler to Keighley Bus Museum

A 1952 ex-SHMD Daimler CVD6 with Northern Counties body, No 61 (OMB 161), was recovered in an epic rescue on Wednesday 28 June from a garden at Foxham Locks, Wiltshire where it had resided for a number of years in a very

precarious state with seized wheels.

The vehicle was successfully loaded and netted before being taken to the haulier's yard overnight prior to delivery to Keighley Bus Museum the following day.

The front end sagged and partially collapsed, but all was contained in the nets, not even a broken window, but the bus will have to be completely rebuilt anyway. It was fortunate that the collapse happened in transit and not before, thus

possibly jeopardising the whole mission.

OMB 161 was last rallied during the late 1970s, the DVLA showing it as untaxed since 1 April 1978

Report: JOHN WAKEFIELD



The early-1990s saw the A55 Road tunnels west of Conwy in North Wales completed and open, the last, at Llanfairfechan, was constructed by Cementation, part of the Trafalgar House Group. Over the period on construction we had noticed an odd-looking little bus. As it only ran from the works compound and back each day, a journey of approximately four miles, it was actually hard to see, due to the cloud of blue smoke it created! Then it would sit inside the tunnel all day.

### ABANDONED

At the end of summer 1992, the bus seemed to be abandoned, and in January 1993, contractors started to clear the compound. My 'number two son' Jim said: 'Do you fancy going and having look at that bus before it's too late?' What a sorry state it turned out to be in. It appeared to be a Bristol LHS. The engine had been gulping air, there was not enough oil in the sump, the doors and driver's window had been left open allowing the weather to blow through, whilst the lower part of the Leyland 401 engine had been stripped away and was lying everywhere. The other half was held up by a pit prop across the seats.

Our 'gut instinct' was to walk away, but a phone call to Rob Woodcock in Weymouth brought this reaction: 'You cannot let that go for scrap, there were only 20 built!' 'But you've not seen it!' was my answer.

The second week of February 1993 saw me visiting the site office, with £200 in my pocket, to find out how much they wanted for the bus. I came away £200 lighter and the proud owner of former Western National Marshall-bodied Bristol LHS6L, 1253 (VOD 123K). Panic soon set in, however, as we were told it must be taken away by the end of the week — it was already Wednesday!

The Tramway Group in the old goods yard at Tal-y-Cafn in the Conwy Valley was more than happy to rent us some space, so with that sorted, the next step was getting it there. A visit to our local commercial vehicle repair garage, Billingtons in Conwy, with a sorrowful 'we have not got any money, look on our faces' followed.

'Well, when do you want it done?' was 'Big John's' response. 'It must be out by tonight!' we replied. Big John fired up the small 'wrecker' and off we set. All went well, the bus being dropped off at Tal-y-Cafn, Big John beating a hasty retreat before he was missed.

Once it was secured in its new home it was time to reflect on what we had let ourselves in for! Weeks and months passed while we tried to find a starting point. Over the weekend of the Llandudno Festival of Transport, we struck up a conversation with a former Red & White fitter who offered to come and have a look at the LH. On a not-so-good evening he came to Tal-y-Cafn to see the bus. He took a look underneath and said: 'It needs scrapping! There are a lot better LHSs that need saving,' he added. 'None like this one though,' we said. He looked at us and said that if we were going to keep it, we should start by removing what was left of the engine.

### CONFERENCE

A family conference at which it became clear that the bus would not be going for scrap — it had already become a part of the family — followed. Out came the rest of the engine and the project started.

Twenty Bristol LHS6Ls were bodied by Marshall, all to 7ft 6in width. Southern Vectis took four, Gash of Newark three and Harvey of Mousehole a single example, but the bulk of the production went to Western National which took the remaining 12. Our bus was delivered to Cambourne garage, later spending time with Southern National and Devon General, before finishing its revenue-earning days at Busways, Newcastle. Sent for scrap, it was instead purchased by Cementation Construction for workman's duties at the Pen-y-Clip tunnel, Llanfairfechan, North Wales.

While an assessment of the engine was underway, railway sleepers were sourced, cut up and placed beneath the bus to raise it off the ground. At this point we called in a favour. The company that painted the inside the tunnel kindly loaned us some grit-blasting equipment. We acquired some bags of grit and cadged the loan of a compressor from Hewden Hire. Having arranged to 'borrow' the company's pick-up, we were all set for the following Sunday.

Sunday morning arrived and so did the rain, but we just had to go for it. I went to get everything started, whilst Jim took off to fetch the pick-up. He seemed to be taking forever, finally arriving with a look of sheer panic on his face. He had broken down in the Conwy Tunnel with all the kit on a pick-up which we shouldn't even have.



*In the first of a two-part feature, LEN RICKETTS, Llandudno Festival of Transport supremo, describes in detail the restoration of his Marshall-bodied Bristol LHS6L 1253 (VOD 123K).*



We had discovered once the Conwy Tunnel had opened that the authorities would get a bit tetchy about vehicles breaking down inside. The fact that Jim had finally arrived with the pick-up suggested that he had neither been arrested nor had the pick-up confiscated. I was almost too frightened to ask, but Jim said: 'You know 'Big John' (our helpful bus-mover-at-short-notice man) just happened to be on the Police emergency breakdown list. He was in the habit of taking the breakdown truck home with him, so Jim rang him and he was already on his way before the Police had spotted the pick-up on its cameras. Because he was very nearly there, the Constabulary didn't even come out to take a look!



# IN EXILE

## PART 1



Top: **Western National 1253 (VOD 123K), a Marshall-bodied Bristol LHS6L, takes the air on Llandudno's West Shore on 1 May 2017.** PHILIP LAMB

Right: **Flashback to 13 February 1993 and No 1253 arrives at Tal-y-Cafn.** LEN RICKETTS

So on with the grit-blasting in the rain. Hindsight is a wonderful thing. The stuff was everywhere, so we tried to get some primer on as soon as we could, but the grit was blowing from nowhere and sticking to the paint. The rain had, however, eased and in the end we were able to make a not-too-bad-a-job of it, but we had grit in the brakes, rear oil seals and even now it still pops up.

We coated the chassis with primer surplus to the requirements of the Conwy







Top left: **Pit props hold up what is left of the engine.**

Top right: **Up on blocks, the condition of the rear end is quite evident.**

Above: **It's grit-blasting day — there were bits everywhere!**

Left: **The day the engine went back in. Brian is on the spanners.**

Below left: **Mike (left) and Len with the body cross-member that took forever to remove.**

Below: **The new body cross-member back in place. All: LEN RICKETTS**

Opposite page, clockwise from top left: **Re-building of the rear end in progress.**

**Emergency door frame coming on well.**

**Side panels removed to allow the renewal of top hat sections.**

**A Start being made to rebuild the front entrance.**

**Mike working on destination box — it had collapsed and all had to be renewed.**





A55 project. It was like concrete! We then applied a coat of standard chassis silver. The grit-blaster blew a hole in one of the chassis cross-members as well as a body cross-member. Enter my brother-in-law Mike who lived in Studley, Warwickshire and happened to be a body-repair specialist. He came to North Wales for a visit and was daft enough to ask if he could help. 'Have you got your welding kit with you?', we answered. Mike agreed to do the body, so he came up from Warwickshire most Sundays to help.

## ENGINE

The next big job was the engine. It all seemed intact apart from the crank and bearings. Through the Festival of Transport, we had contact with Russell Price from Newcastle-on-Clun in Shropshire who said he had a 401 engine we could have rather than letting it go for scrap.

Both Jim and I worked for Andrew Sykes, Jim was at Deeside, whilst I was in Bangor. One Friday afternoon we were both at Deeside, so decided to pop into

Newcastle-on-Clun on the way home with the trusty pick-up.

Having collected the engine we discovered the difference between the vertical 401 and the horizontal 401. Still it could have been worse, we could have paid for the diesel to fetch it ourselves! Eventually Preston Engines came up with the correct version which one of the fitters at Bangor rebuilt for us. Before we knew it, we had it running on a pallet in the workshop. Having the engine back in and running gave a big lift to the project.

As mentioned previously grit-blasting had made us aware a hole in the chassis cross member, which Mike was able to weld in place, but the body cross member took forever to get out with no mains power, just hammers, chisels and battery-powered tools. Mike took the offending part home and made a replacement.

At this point we realised that we needed a container and a generator. The container came from the Conwy Tunnel construction compound. It came cheap,

if we were able to move it ASAP. The generator needed a bit more thought as they are not so cheap.

It was time once again for the Festival of Transport. We had a caterer who, although she had paid her deposit to trade, when it was time for her to leave point blank refused to pay the balance of £1,500. After an hour or so of her screaming and shouting, because we had built a fast fence pen around her, she rang the police who told her that they were sorry but unable to help. She then told us her husband had come earlier and taken the cash away, so we decided to take a look at what she had. In the rear of her van was a 4½ KVA Honda generator. 'That will do nicely,' we said. 'You can have it back as soon as you pay what you owe us.' We still see her round the shows. Her husband keeps going on about it, but we just say: 'It's just waiting for you to pay us what you owe us'. With the 'genny' problem now sorted, we had power as well as a container for storage, so work on the body was able to start in earnest.







Floor covering removed! LEN RICKETTS



The front end coming on well — what a difference a month or two makes! LEN RICKETTS



Re-panelled — getting there slowly. LEN RICKETTS

## SHED

We soon found that working in the Conwy Valley by the side of the river had its downside. What had been achieved during the summer was being destroyed in the winter, so work was very slow, but with Mike's repaired cross-member fitted, we were able at last to get the wheels back on and the bus off the blocks. We even had a ride round the yard!

We had the opportunity to purchase a shed which we snapped up. At least we were then able to get the bus out of the damp but even that had its problems. The shed was in an old goods yard and ash in the ground from the locos made the ground go white in the winter and seemingly acidic. We did, however, have tram lines and sleepers underneath where we were trying to work, so we were able to drive the bus in and out.

Mike worked his metal work 'magic' and rebuilt the rear end and also the destination box which was sagging and about to fall into the cab. Almost all panels from the windows down had to be replaced, whilst new 'top-hat' body struts were made up and welded into place. Jim made some aluminium sheet rollers out of scaffold tube, u-belt pulleys and an old starting handle, so we were able to roll the corner panels to shape. Slowly it all started to come together.

As always with family life, nothing goes smoothly with births, deaths and marriages and then redundancy for both Jim and myself, so the bus moved along painfully slowly for quite a few years, with me having new hips and knees.

In the Spring of 2003 we had notice to quit the site as it had been sold. We wished we had purchased the site ourselves, but there we go. Mostyn Estates had always been very supportive of the Llandudno Festival of Transport which takes place on its land. We were offered an old cowshed in Glan-y-Wyddan, which was a lot nearer to home. Although it looked as if it was about to fall down, it was very cheap so we spent the next month or two carrying out repairs, and in October 2003 we moved in. It was a lot bigger, but with the amount of stuff we seemed to have accumulated it needed to be. I'm sure we must have had another LH about in boxes! It also helped out with the storage of Festival equipment.

Jim, by this time, had bought his own lorry — handy for the move but his priorities had changed and we did not see him too often, so once again work was painfully slow, Mike came up from the



Right: **New paint applied.** LEN RICKETTS

Below: **The back seat — new floor covering started.** LEN RICKETTS

Below right: **Tribute to Mike Rogers who over many years carried out a significant share of the restoration.** PHILIP LAMB

Midlands most Saturday nights after work and stayed with us, so he was able to help on Sundays. The interior received new floor covering and the seats went back in. Mike rebuilt the front steps and with the body panels complete we prepared it for painting, Mike took a week off work to do this. Having got fed up with asking around if anyone was interested in sorting out the wiring, I had to get stuck in myself, the job turning out to be not as bad as it had first seemed. Over the years we managed to find at auto-jumbles, shows etc a new set of lights, so it was just a case of fitting one light at a time, cutting back the old wiring and grafting in new. It seemed to take forever, but it did the trick — with the help of a wiring diagram, of course!

## PAINTED

So with the bus painted, new lights fitted and what was left of the wiring sorted, the bus was starting to look the part. A snagging list of the jobs that had not been finished was drawn up. An oil leak on the compressor needed looking at, so off it came. A piece of gasket was missing, so we made a new gasket, and were just about to fit it when a friend, who just happened to be a commercial vehicle fitter, turned up. He said: 'You can't put that back on — look at the wear, it won't last two minutes'. So that was that. We had to find someone who would recondition it for us. Having asked around once again, someone suggested a company in the North of England which reconditioned AEC engines. 'Yes, send it up to us', they said, so we did.

A week or two later it was returned.



£160 lighter, we refitted it and started the engine. There was no oil leak around the housing and the air built up. But then it started to throw sump oil out of the blow-off valve in a fountain. We rang the AEC man who advised us to return it to him. So off it came. 'I don't know what could have gone wrong, it must be oil passing the rings,' he said.

He concluded that the rings were a bit slack, but following the fitting of further new rings, we were told that it would be alright. Back I go and refit the compressor, but it was no better. It took two more years with every compressor expert in the country giving their opinion, by which time I had given up the will to live.

I took it to a local chap in his late-70s who still carried out re-bores on engines. He rebuilt it, following which we stripped off the blow-off valve, cleaned it out, put it back, stripped the air pipes off to the water trap, took the water trap off to clean it only to find it two-thirds full of oil. When we refitted the compressor upon its return from the AEC man, the rings which he first fitted were so bad that the water trap in the air pipe system filled with oil, which was

too thick to drain out, so every time we did something to the compressor and refitted it, it stirred up the oil and blew it out the blow off valve. We had had the compressor off and on again six times before it was sorted.

When we grit-blasted the chassis we discovered that we could not get into some places, so when these small areas became exposed, we were able to clean them off and give them a coat of paint. One such place was the top of the rear engine/gearbox chassis cross-member, which was cleaned only to reveal a crack across the top and down the side.

Another major job resulted. We had to undo the engine and gearbox mountings, block them up, undo the spring hangers and block up the chassis, drop the back axle and with the springs down remove the bolts. the chassis was split and the cross-member pulled out. It went down to Mike's workshop to be welded.

In 2012 Mike became ill and in October we lost him to cancer — it devastated us all. Although we were so close to the end, the project went on the back burner, while we sorted out Mike's affairs . . .

To be continued.





# WAY OUT WEST

Following on from our Southern National frontispiece spread, we take a look at its sister company Western National.



Above: A fine pair of 1950 Bristol K6Bs await their next duties at Helston in September 1968. Nos 949/66 (KUO 962/79) were, however, destined for withdrawal in 1969.

Below: Probably the best-known Western National Bristol K-type today is Roger Burdett's 994 (LTA 813), a 1950 Bristol KS5G which was withdrawn in 1970, moving directly into preservation. Several owners followed before Roger acquired the bus. It is seen here in early days in preservation at Kidderminster.







It's May 1977 and 1957 Bristol LS5G 1794 (VDV 763) awaits its next duty. Whether or not it will turn a wheel in service again is not clear, as it was withdrawn from service and scrapped during the following month.



1958 Bristol MW5G 2603 (901 AUO) is seen at Taunton bus station in July 1977. It was withdrawn in August 1978 and was acquired by Hartwood Exports (Machinery) of Hoyland Common; passing to Supercraft Garments, Oldham in November 1980.



Above: New in 1959, Bristol LD6G No 1952 (504 BTA) is seen in Paignton bus station in July 1976. Withdrawal and sale as a non-PSV to Commercial Motors of Exeter was just weeks away.

Right: The delightful South Devon village of Beer plays host in July 1977 to No 2820 (751 MDV) a 1965 Bristol MW5G which had been new to Southern National, transferring to Western National upon the formation of the NBC in 1969. Like no 2603 above, this saloon also passed to Hartwood Exports following withdrawal.







1965 Bristol FLF6B No 2057 (BDV 265C) was caught on camera in Torquay in July 1977. First stop upon withdrawal in 1981 was Griersons of Fishburn. Today, however, the bus can be found in Salem, Ohio in use as a coffee shop.



Above: New to Southern National in 1967, Western National 2701 (HDV 627E), a Bristol REL6G is seen in Yeovil bus station. The bus was withdrawn in 1983. OMNICOLOUR



Above right: Cornish Fairways was a local identity name used prior to privatisation. New in 1972, Bristol LHL6L No 1255 (VOD 125K) is now in preservation.



The ubiquitous Leyland National found its way deep into Cornwall. Here 1976-built No 2831 (MOD 853P) awaits departure for Penzance.





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DAVID JUKES presents this month's selection of older buses and coaches doing what they do best.

#### BY THE SEA

(1) N446 NAE is a Leicester Carriage Builders-bodied Iveco EuroCargo, one of five new to the London Borough of Southwark in 1996, two of which later passed to Keith Readman Coach Travel of Redcar in 2007 for use on school contracts. Now 21 years old, this Iveco still carries out these duties and is seen on Redcar seafront, complete with very high seas as a backdrop, while returning to its depot on 25 April. A rare and unusual choice when new, it is good to see such an unusual vehicle still earning its keep in 2017. (2) The Ribble Vehicle Preservation Group's annual running day took place in Morecambe on 28 May. Taking part was Neil Shipley's former Eastern Counties OT5 (OCK 995K), a 1972 Eastern Coach Works-bodied Bristol VRT/SL2, new as Ribble No 1995, which transferred to East Anglia in 1985 and was converted to



4

open-top form the following year. The Bristol is seen while taking on board a healthy load of passengers prior to departure from Morecambe. (3) Stagecoach Ribble-liveried Duple 300-bodied Dennis Javelin 135 (F135 SPX) made its preservation debut at the same event and is seen running light along Morecambe seafront. The Javelin was the first of a trio new to Stagecoach Hampshire Bus in 1989 for evaluation purposes

as its No 801-3 (F135-7 FPX).

(4) Operating a guided tour of Portsmouth when photographed in Clarence Esplanade on 11 June is Local Haunts' former London Transport AEC Routemaster RM994 (793 UXA, WLT 994). This bus is unique as the subject of a one-off refurbishment by Northern Counties in 1992, separate to the near-simultaneous RML fleet refurbishment by South Yorkshire Transport/Mainline

(236), TBP Holdings (220), Leaside Buses (47) and W. S. Yeates (one). (5) The following day, Shoreline Suncruisers of Scarborough J600 SSB, a 1998 Alexander RH-bodied Volvo Olympian new to London United as its VA45 (R945YOV), was seen rounding the town's North Bay on a Private Hire working.

Pictures: DAVID LONGBOTTOM (1/5), CHRIS NEWTON (2/3) and DAVID JUKES (4)



5



## EASTBOURNE SIGHTSEEING

Seaford & District operates a daily open-top hop-on hop-off sightseeing tour from Eastbourne Pier to Beachy Head and Birling Gap between April and October. Seen in operation on 2 July was this trio of buses. (1) Seen approaching the principal Beachy Head bus stop is TA6 (SFZ 767), a 2000 Alexander ALX400-bodied Dennis Trident new to Connex as its TA6 (V306 KGW). Beyond the bus is Belle Tout lighthouse, Birling Gap, the Seven Sisters and the English Channel. (2) Passing along King Edward's Parade on its approach to the foot of Beachy Head is 819 (SFZ 404), a convertible open-top East Lancs Lolyne-bodied Dennis Trident new to Brighton & Hove as its No 819 (T819 RFG) in 1999. (3) Pausing at the bandstand stop on Eastbourne's Grand Parade during the late afternoon is 349 (SFZ 131), a 1997 Alexander (Belfast) RH-bodied Volvo Olympian new to Dublin Bus as its RV343 (97-D-343) and later registered P773 SWC after UK import by Ensignbus. Pictures: DAVID JUKES



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## TAILPIECE

Departing the City of Portsmouth Preserved Transport Depot after a successful open day on 25 June is former City of Portsmouth 170 (CTP 200), a 1944 Bedford OWB with 1994 replica Ulsterbus/CPPTD Duple utility body. Picture: DAVID JUKES

## WEDDING BELLE

AUP 651L, a 1973 Plaxton Panorama IV-bodied Bedford VAS5 new to Weardale Motor Services of Frosterley and now operated by The Blue Motors of Blackpool, is seen on a wedding hire in Accrington on 1 June. Picture: DAVID LONGBOTTOM







### MIDLAND MIDI

A relative rarity in the Ilkeston-based Littles fleet is YAZ 8645, a 1999 short-wheelbase Wright Crusader-bodied Dennis Dart SLF new to Ulsterbus as its No 645. It is seen on 5 June climbing over the Midland mainline at the south-west Nottinghamshire village of Sutton Bonnington while operating the 865 service which connects with the Nottingham Trams. Picture: CALUM MACLENNAN



### SENT TO COVENTRY

Wearing the sky blue of Coventry Football Club is Coachleasing of Nuneaton S629 MKH, a 1998 Northern Counties-bodied Volvo Olympian new to East Yorkshire as its No 629, seen joining Coventry's ring road on 13 June bound for the Club's Ricoh Arena home which hosted a Robbie Williams concert that night. Seen two days later in the city centre is local operator Travel De Courcey's V310 GLB, a 1999 Alexander ALX400-bodied Dennis Trident new to Metroline as its TAI10. Pictures: DAVID JUKES



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# Southdown's Ambassadors and their look-a-likes



Left: No 1650 (MUF 650) was a 1953 Duple Ambassador-bodied Leyland Royal Tiger which was withdrawn in 1966. Like many former Southdown coaches, No 1650 passed to Wimpey and is seen here in Manchester in 1968. Following use by Wimpey, the chassis was, in 1973, exported to Malta where it was fitted with an Aquilina body. No 1650 is still extant in preservation in the UK masquerading as a Leyland Leopard!

Below left: From the same batch we see No 1655 (MUF 655) which was sold in 1966 to Murphy (contractor) later passing, as seen here, to R. S. Kennedy (contractor).

Below right: Many of the 130 Beadle-bodied Leyland Tiger Cub also saw service with contractors. 1955-built No 1011 (OUF 111) was sold in 1967 to Wimpey.

Southdown acquired its first Leyland Royal Tigers in 1951. These were 26-seaters fitted for coach-cruise work, and as such were, for some years amongst coaches considered to be the pride of the fleet. The ten coaches received Duple Ambassador coachwork, and were significant in as much as they were to set a theme adopted by Southdown for its coaches for the next six or so years.

Duple's front and side embellishments were added to coaches supplied to Southdown by Harrington and Beadle giving its fleet something of a 'standard' look. Exceptions were 25 all-Leyland Royal Tigers, an altogether differently styled coach, but still embellished by

Southdown to make them look like 'one of theirs'!

1953 saw Duple introduce its Coronation range, available that year only celebrating the coronation of Queen Elizabeth II. Southdown took five Royal Tiger/Coronation Ambassadors followed by 25 Royal Tiger/Ambassadors retaining the body styling improvements of the Coronations, but reverting to the tried and tested mouldings — something of a retrograde step perhaps?

These coaches were unique to Southdown, Duple moving on to a new design for underfloor-engined coachwork, the Elizabethan, which clearly found no favour with Southdown as it turned to

Beadle to build it an 'Ambassador-look-a-like'. One hundred and thirty units were supplied on Leyland Tiger Cub chassis between 1954 and 1957. There were some differences from the Ambassador style, but the trim remained — the family resemblance being undeniable.

Delivered in 1957, the final 15 Beadle-bodied Tiger Cubs were front-entrance variants (the previous 115 having, like the Ambassadors, been centre-entrance) and were the basis of Beadle's final coach, the Rochester which proved moderately successful with a variety of operators. The Rochester had a straighter waistline, but perpetuated the stylish curves separating the side window line and the front entrance/







Top: Another 1955 Beadle-bodied Tiger Cub, No 1026 (OUF 126) was also sold to Wimpey, in this instance in 1968. It was later to see service with McAlpine.

driver's window of the final 15 Tiger Cubs.

The Rochester, an integral using Commer running units including a TS3 engine, came with its own brightwork, but Southdown's 25 examples were decorated to look like latter-day Ambassadors!

From 1959 the Ambassador styling was dropped, Southdown's coaches (Weymann Fanfares, Harrington Cavaliers etc) looking more mainstream. The Ambassadors and their look-a-likes were withdrawn in the late 1960s, many finding further use with contractors — their somewhat dated lines perhaps rendering them unpopular for further coaching duties. Here's a small post-Southdown selection . . .

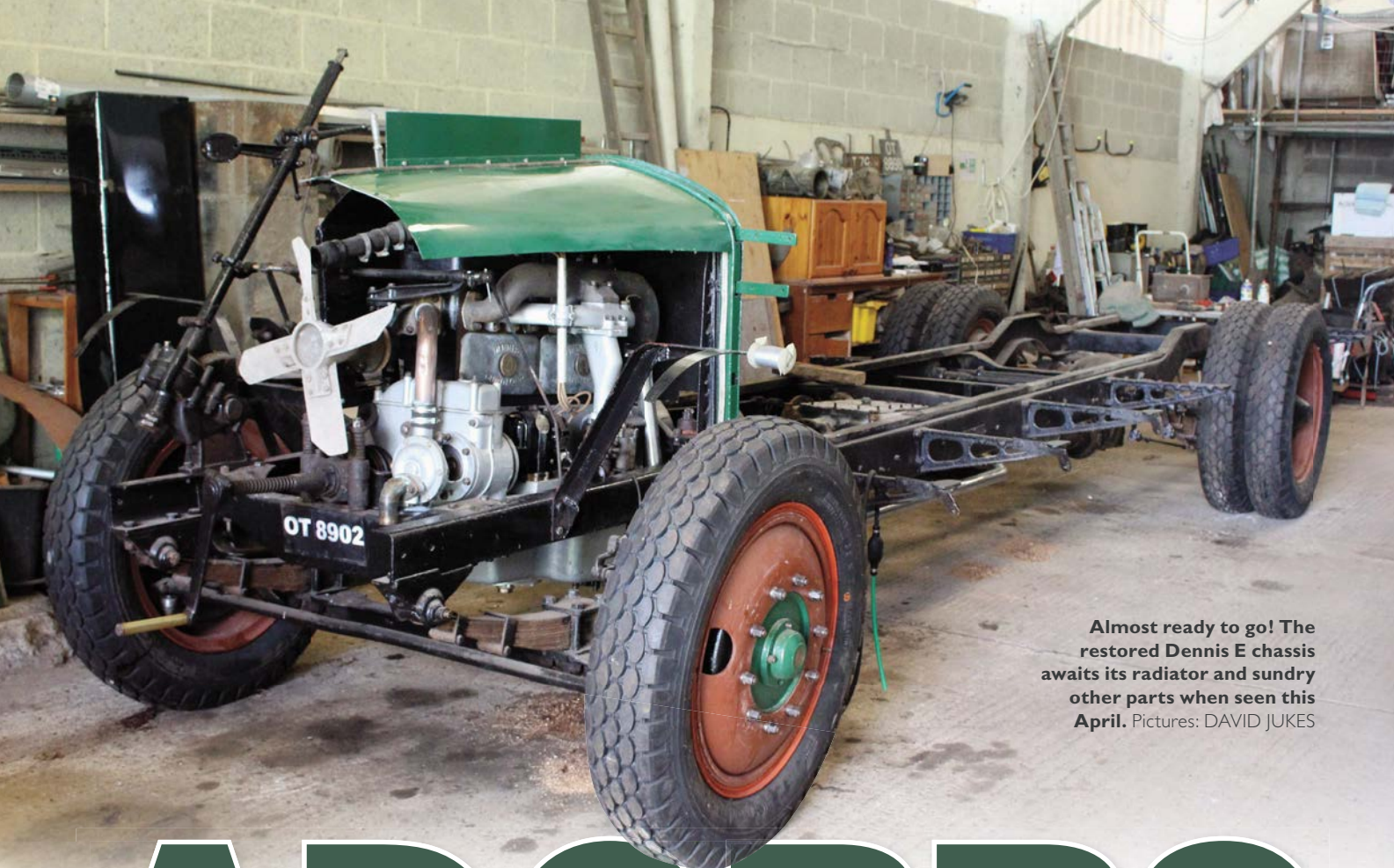


Above: From the 1956 deliveries, No 1051 (RUF 51) was another Leyland Tiger Cub/Beadle to see service with Wimpey.



Left: The Beadle Rochesters, Nos 1-25, were fast machines, spending their early years maintaining schedules on express services between London and the South Coast. This intensive work took its toll and, following their first certificate of fitness moved to less demanding excursion and private hire work. New in 1957, Nos 22/4 (TUF 22/4) were sold to Berrimans Coaches of Langtoft near Driffield in 1969.





Almost ready to go! The restored Dennis E chassis awaits its radiator and sundry other parts when seen this April. Pictures: DAVID JUKES

# ADORRS and the three Es

*The Aldershot & District Omnibus Rescue & Restoration Society (ADORRS) own three of the five surviving Dennis Es, one of which, former Aldershot & District D235 (OT 8902) of 1928, is now a restored chassis. DAVID JUKES reports.*

Dennis Bros Ltd developed its first chassis specifically designed for passenger carrying usage in the mid-1920s. The E, introduced in 1926, had a semi-forward-control layout with brakes fitted to both axles as standard. Assistance for these was given by a Rolls-Royce-licensed gearbox-mounted servo. The 25ft-length chassis had a 2ft frame height, 16ft wheelbase and was fitted with an improved version of Dennis's four-cylinder 40/70HP petrol engine in which the cylinders were cast in a single block. A normal-control version

was also produced as the F; this was five inches longer than the E and had a 16ft 7in wheelbase.

## **DENNIS BROS, A&D AND ADDORS**

The then British Automobile Traction subsidiary Aldershot & District Traction Company Ltd (A&D) was the dominant bus operator in and around Dennis's Guildford home and purchased its first Dennis in 1919. This manufacturer's output remained A&D's preferred choice

under subsequent Tilling & British Automobile Traction and British Electric Traction ownerships for its single-deckers until 1954 and double-deckers until 1965. Other products were acquired during these timescales but in relatively small numbers.

A&D acquired 58 Dennis Es between 1927 and 1929 and rebuilt a dozen Fs to E specification in 1931/32 — the latter were rebodied before entering service in their new guise (see Table 1). A maximum of eight years' service life was considered the





norm by A&D leading to all being sold out of service between 1933 and 1937. The Aldershot & District Omnibus Rescue & Restoration Society (ADORRS) was formed in 1996 to save former A&D Es D217 (OT 8592) and D226 (OT 8898), which were discovered in a Four Marks (Hampshire) field that same year. Both date from 1928 and were withdrawn in 1936 and sold to dealer King & Taylor of Godalming. The Warn family of Shalford acquired both buses for use as holiday homes, moving them to mid-Hampshire

where they remained until rescue and removal to undercover accommodation.

Both Es lay derelict for their final decade at Four Marks and their Strachan & Brown bodywork suffered accordingly; that on OT 8592 remains shored to prevent its collapse.

But two became three in 2003 when a developer's demolition of riverside bungalows in Walton-upon-Thames uncovered an old bus around which a home had been built. Contact was made with the Cobham Bus Museum which

Top left: **The surviving bodywork fitted to D217 (OT 8592) is less sound than that fitted to D226 (OT 8898) although much of the original Strachan & Brown structure remains.**

Top right: **The additional bulkheads fitted to D217's Strachan & Brown bodywork during its caravan conversion remain in place to ensure its structural integrity. The roof structure remains in place but some deformation is clearly visible in places.**

Above: **Former Aldershot & District D226 (OT 8898), a Strachan & Brown-bodied Dennis E as stored at ADORRS' restoration base in July 2007.**



**TABLE 1 ALDERSHOT & DISTRICT DENNIS Es**

<b>1927</b>	D157-9/62/4/5/7-70/9/80 (OT 4377/9, 4378, 4743, PH 1105/7/1457, 1455/6, 1454, OT 6136/7)	D179/80 bodied by Dennis (B35R), remainder by Strachan & Brown (B35R)
<b>1928</b>	D184-7/91/5/6/8-204/8/12/7/23-32/5 (PH 6550, 6549/695, 6694, 6693, 6884, 7536/7/7628, 7534, 7533/5, 7630, 7629, OT 8378, 592/901, 8900, 8899/903/15/64, 9063/153, 9151, 8902)	D198/9/201-3/12/17/23-32 bodied by Strachan & Brown (B32R), remainder by Dennis (B32R)
<b>1929</b>	D241-58 (OU 860, 1091-107)	D241/2 bodied by Dennis (B32R), D243-6 by Dennis (B31R), D247-52 by Arnold & Comben (C31R), D253-8 by Strachan (B31R)
<b>1931</b>	D319-324 (OT 5410/707, 4951, PH 1458, OT 5706, 4954)	1927 Dennis F D174/5, 172/3/6/71 (respectively) rebuilt as Dennis E and rebodied Strachan B30R
<b>1932</b>	D342-347 (OT 7918, 8284, 7919, 8283/590/1)	1928 Dennis F D209/11/3, 210/6/7 (respectively) rebuilt as Dennis E and rebodied Strachan B30R

**TABLE 2 ADORRS COLLECTION**

<b>Year</b>	<b>Identity</b>	<b>Chassis</b>	<b>Bodywork</b>
1928	D217 (OT 8592)	Dennis E	Strachan & Brown
1928	D226 (OT 8898)	Dennis E	Strachan & Brown
1928	D235 (OT 8902)	Dennis E	Dennis
1962	462 (462 EOT)	Dennis Loline III	Alexander
1964	488 (488 KOT)	Dennis Loline III	Weymann
1965	508 (AAA 508C)	Dennis Loline III	Weymann

immediately arranged its recovery, thinking it might be a London Dennis.

It was soon confirmed to be former A&D all-Dennis E D235 (OT 8902) after its chassis number was located by Ray Le Mesurier Foster, then ADDORS Chairman and currently the Society's President: 'We found the chassis to be in remarkable order,' he recalls. 'All mechanical parts from the clutch to the back end remained and were well oiled and greased. There was no visible chassis rust and the braking system, including the Rolls-Royce servo, was intact.

'Little remained of the original bodywork, although what was left was in remarkably good condition.'

OT 8902 was gifted to ADORRS and moved to a secure home alongside its other Es. ADORRS members had not been idle on other fronts as a succession of Dennis E parts were acquired from 1996 onwards, not least engines to replace those removed before sale by King & Taylor in 1936. Restorations of two newer members



A new fuel tank has been fabricated for D235. It is seen nearer the camera alongside the original fitting it will replace.



Above: The original scuttle fitted to D235 was used as a pattern for a new fabrication.

Below: The new scuttle for D235 during preparation for its future fitting, complete with Dennis badge.







of the Society's fleet were also completed; ex-A&D Dennis Loline III's 462 EOT and 488 KOT, the former covered in *B&CP*.

## 2011 PLAN

Examination of the three Es and anticipated restoration costs led the ADORRS trustees to produce a plan in 2011. Phase 1 was the restoration of OT 8902's chassis using an acquired engine and other parts while Phase 2 would see the bodies removed from OT 8592 and OT 8898 before their combination to form one complete body for mounting on OT 8902's restored chassis.

The engine rebuild was assisted by the donation of an E radiator which was collected by Ray from Birmingham. This appeared to be in good condition but has since served as a pattern owing to age rendering its original aluminium very brittle. The new unit, made by Guildford Radiators, features a replica period shell and front but incorporates a modern core as this will most likely be unseen on normal viewing. Delivery was awaited at the time of writing (May 2017).

The engine selected for rebuilding was acquired from South Wales and considered the best of a mixed bunch gathered since 1996 for spares or repair. ADORRS was very aware how difficult acquiring spare parts for a Dennis E over the counter would be so regularly took the opportunity to acquire anything suitable. An engine rebuild had to be the first stage as a restored bus will not go anywhere without a working engine to power it.

Above left: **The restored cone clutch mechanism fitted to the Dennis E.**

Above right: **The inside of D235's all-original Dennis gearbox.**

Right: **The Dennis engine fitted to OT 8902 seen essentially in as-acquired condition in February 2010.**

Engine and spares were dispatched to Graham Green, who regularly works for preservationist Colin Billington, in 2014 for its reconstruction: 'Graham is a very skilled man, who has done much work for us in the past,' says Ray, 'and he was willing to do the job.'

'The finished engine is effectively a mix of a lot of engines,' he continues. 'The main part originated on a later Dennis EV with the remainder sourced from various Es.'

Now united with OT 8902's chassis, the restored engine was run for a short period during our visit to ADORRS' restoration base earlier this year; prolonged running was out of the question without radiator and coolant.

## CHASSIS

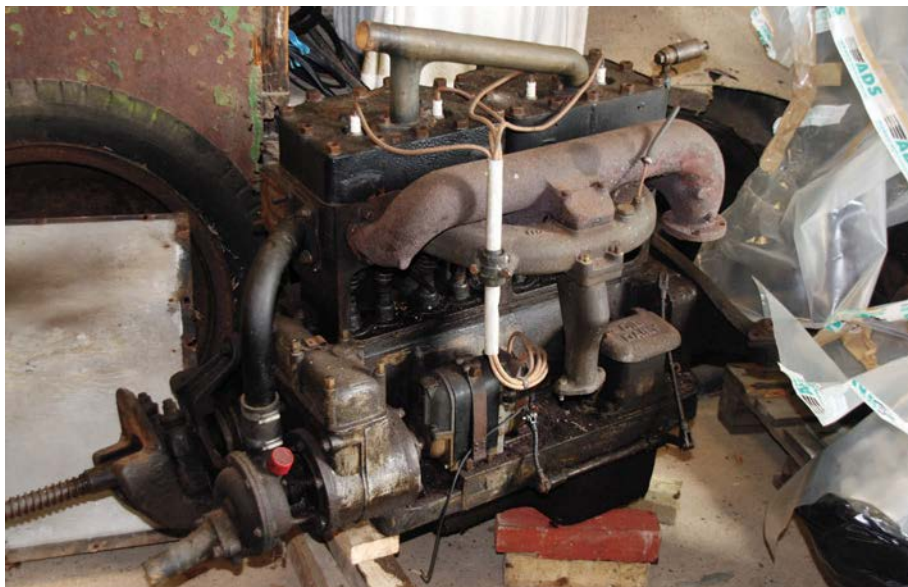
Restoration work was concentrated on the chassis while the engine was away. A missing cross-member was sourced from OT 8898's chassis while other parts, including the steering box and column plus engine mountings, were removed from ADORRS other Es and storage. Patience was the order of the day as

countless Whitworth nuts and bolts had to be released before being cleaned to enable future reuse.

'Our largest purchase was six tyres,' explains Ray. 'They are a difficult to obtain size and had to be imported from the USA by the UK's single supplier North Hants Tyres, fortunately based a short distance from my home.'

'We selected the six best wheels, which were shot-blasted by a Bognor Regis-based firm before painting, and the new tyres fitted. We discovered Aldershot & District painted its bus wheels yellow in the late-1920s so ours will be that colour too.'

The chassis frame itself was cleaned and repainted before the many removed or missing parts were refitted, work greatly assisted by Charlie Lemon as much stripping down, degreasing and cleaning was needed to ensure everything was in working order. A new stainless steel exhaust was fabricated by Paul Cheesman and incorporates original end plates on the silencer box; these include 'DENNIS GUILDFORD' wording and are possibly very rare as a result. Original fixing







Top: **D235's rear axle assembly complete with twin wheels and their replacement United States-sourced tyres.**

Centre: **D235's chassis is fitted with a new stainless steel exhaust system. The square bracket to the picture's left will support the new fuel tank.**

Bottom row, left to right: **The new exhaust silencer box with original fixing brackets and end plates.**

**The rear wheel and brake assembly of D235's Dennis E chassis.**

**D235's new exhaust silence box incorporates original endplates complete with DENNIS GUILDFORD lettering.**

be professionally restored. I am pleased to say a wonderful job was done and it will soon be back in place.

'The front cowling had to be made using the old one as a pattern and new front wings are being made,' he continues. 'A rear-mounted spare wheel carrier will be fitted after removal from another chassis and an old wheel added for the finishing touch. And we have a fuel tank to fit.'

The bodywork will be the next challenge for ADORRS. Heritage Lottery funding is presently being sought as OT 8902's chassis work has used much of the project's donated monies to date: 'It is absolutely marvellous,' enthuses Ray. 'We have partially-restored the oldest surviving Aldershot & District bus and have a working chassis.'

'We started the engine on 4 June and to check the brakes and clutch we drove it. It was only about ten feet but under its own power — I am quite chuffed about that! 'There is still a long way to go but we are determined to keep the project alive,' he concludes.

Our thanks to Ray Le Mesurier Foster, Charlie Lemon and ADORRS for their assistance and hospitality; for more information about the Society, its vehicles and activities, please visit their website: [www.adorrs.co.uk](http://www.adorrs.co.uk).

brackets are used to fix the exhaust system to the chassis.

Asbestos proved a problem. It was found in the brake shoes and within the Rolls-Royce brake servo system; both had to be relined after asbestos removal. Also relined was the cone clutch, although fortunately no asbestos was found there.

Old congealed oil was removed from the gearbox and differential with both units found to be in excellent order, as are the half-shafts.

## BONNET

Charlie's work also included the making of a bonnet using parts from an EV chassis and the bolting of cab panels into place. The latter were sourced from another chassis; such are the benefits of not throwing anything E-related away.

'We had an original Dennis E steering wheel which needed restoration,' says Ray. 'We lacked the skills to do the work ourselves so sent it away to a company on the Manston Industrial Estate in Kent to





# Tracco REVISITED

Aldershot & District, affectionately known locally as 'Tracco' was merged under NBC auspices with neighbouring Thames Valley. As a result a new company named Alder Valley came into being and a dowsing of poppy red followed. Green was to return to what by then was Alder Valley South following deregulation, but here we look back to the days when in North Hampshire and West Surrey, green and cream was supreme . . .



Top: Favourite place to spot Aldershot & District buses was Aldershot bus station adjacent to the town's railway station. The 'back-to-the-wall' stands making it easy to photograph the buses from the other end. In this December 1967 view we see 1964 Weymann-bodied Dennis Loline III No 487 (487 KOT) accompanied by a pair of Weymann dual-purpose-bodied AEC Reliances Nos 283/98 (RCG 601/16) which had been new in 1957. The saloons demonstrate the then current livery change, a reversal of application of light and dark green to single-deckers.

Above: Almost five years later and despite the arrival of the NBC livery has changed at Aldershot, the same types still predominating, but with later style fleetnames and cast fleetnumber plates indicating the renumbering of the buses in the Thames Valley fleet — Alder Valley has arrived! On display here in this April 1972 view are 1961 Weymann-bodied AEC Reliance 322 (392 AOU) and 1964 Dennis Loline III/Weymann No 820 (493 KOT).







Opposite page, top: Meanwhile in 1961 at Guildford, the company's other main centre of operation, No 131 (GOU 831), a 1949 East Lincs-bodied Dennis Lance III K3, one of 34 such machines which gave sterling service to the company over many, many years, has recently arrived. No 131 was destined for withdrawal the following year.

Centre left: No 198 (LAA 233) was one of 15 Strachan-bodied Dennis Lancet III J10C coaches new in 1953. The first new coaches for four years. By this time, the underfloor-engined single-decker had been around for three years or more, and the future for archaic-looking front-engined coaches was limited with few being built. 1954 was to see the arrival of A&D's first underfloor-engined coaches, 25 Strachan Everest-bodied AEC Reliances. No 198 was withdrawn in 1963.

Centre right: The Weymann-bodied AEC Reliance was the backbone of the saloon fleet throughout the 1960s, most examples being designated as 'dual-purpose' allowing them to be pressed into service on express routes at busy times. Seen here post-withdrawal in May 1979, No 315 (SOU 423) was one of a large number of such vehicles taken into stock in 1957/58.

Bottom: A&D's works shared the large site in Halimote Road, Aldershot with the town's garage. Seen there following a repaint is No 342 (SOU 450), a 1958 East Lincs-bodied Dennis Loline.

This page, from the top: Weymann-bodied AEC Reliance No 372 (XHO 372), new in 1960, was one of a small number of non-dual-purpose saloons new in 1960.

Aldershot & District was the main customer for the Dennis Loline, a licence-built version of the Bristol Lodekka. The majority of examples were Loline IIIs, the equivalent of the Bristol FLF. Alder Valley 760 (403 COR) was a 1961 Alexander-bodied example.

The last 'standard' Weymann (by then MCW)-bodied AEC Reliances arrived in 1967. Subsequent saloons were 36ft saloons with standard BET-style bodywork. No 354 (PHO 593G) was a 1969 Marshall-bodied AEC Reliance saloon. Changing times meant that more pure coaches were taken into stock, the need for dual-purpose vehicles being much diminished.





# DOORS OPEN DAY

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# Barry Beauties

HUGH JONES visits this year's Barry event.



Top: **De Cymru** (it says **South Wales** on the other side!) **961 (WTH 961T)**, a **Bristol VRT/SL3**, was new in 1979. Having seen later service with **Western National** and finally **First Devon & Cornwall**, this bus entered preservation in 2005 and is currently owned by **Terry and Craig Bevan**. Pictures: **HUGH JONES**

Above: **Complete with a good load**, the **Cardiff Transport Preservation Group's Willowbrook-bodied AEC Regent V Pontypridd 8 (UTG 313G)** makes progress on a return trip from Barry.



# EASTERN COACH WORKS HONOURERD

*PHILIP LAMB and HUGH JONES attended the two-day celebrations marking 30 years since the closure of the ECW factory in Lowestoft over the weekend of 1/2 July.*





Opposite, top: **Being a state-owned operator, London Transport was entitled to order ECW products, although little advantage was made of the opportunity. Three notable examples of LT making use of ECW coachwork line up at the tram terminus late on Saturday afternoon. From the left we see CRL4 (SLT 59) now restored to original condition, RFW14 (LUC 389) one of 15 ECW-bodied AEC Regal IV sightseeing coaches and GS64 (MXX 364) one of 84 ECW-bodied Guy Specials used on lightly trafficked country routes.** PHILIP LAMB



Opposite, bottom: **Various Bristol Lodekkas were in attendance. Eastern National 2849 (NTW 942C) is a 1965 FLF6G currently owned by the Eastern National Preservation Group. Also in shot are York-West Yorkshire FS6B YDX221 (NWU 265D) and Eastern Counties LD5G LKD229 (OVF 229).** HUGH JONES



This page, top: **A study of ECW-bodied AEC Regal IV RFW14 (LUC 389). The only other customer for this style of coachwork was London coach operator, Thomas Tilling.** HUGH JONES

This page, right: **Prior to nationalisation, ECW products were available on the open market. Carrying a style of bodywork normally associated with the Bristol K is the East Anglia Transport Museum's ECW-bodied AEC Regent II 21 (GBJ 192).** HUGH JONES



**The Bristol SU carried both coach and saloon bodywork by ECW. West Yorkshire operated 18 examples of the longer variant, the SUL all with four-cylinder Albion engines. Withdrawn in 1972, its current preservation owner is Trevor Leach of Keighley.** PHILIP LAMB



**Some Bristol REs were configured as dual-purpose vehicles with high-frame chassis beneath a well-appointed saloon body featuring coach seats. GCL 349N is a 1974 RELH6L, new to Eastern Counties and preserved in National Express livery by its current owner, the Bristol Road Group of Bearstead.** HUGH JONES



## Bus & Coach PRESERVATION

Southdown was one of a number of operators to order ECW bodywork for mounting on Leyland PSI chassis in the early postwar period. This was essentially a saloon body, the vehicle, however, spending its early years on express coaching work before conversion to a bus. Owned by Paul and Joyce Jefford for many years, the Tiger poses alongside the narrow-gauge railway station at EATM appropriately wearing Southern Region green and cream. PHILIP LAMB







HANDCROSS  
MANNINGS HEATH  
HORSHAM

1946 LEYLAND TIGER PS V/1  
EASTERN COACH WORKS

GUF 727





Above left: **Bristol SC4LK, Eastern Counties LC556 (3003 AH)** is one of three former ECOC saloons owned by Patrick Burnside.

Above: Like many other full-fronted front-engined coaches, this ECW-bodied Bristol L came late in the day to make any impact, the forward march of the much more attractive underfloor-engined types being well underway. Rare survivor ENOT (PTW 110) has been owned by C&P Mara since 2003.

Left: **Bristol VRT/SL3, Southern Vectis FDL 68IV** is preserved in this attractive livery by Jimmy Comfort of Basingstoke.

Below: This trio of Lincolnshire ECW-Bristols are from the left: **FS5G 2378 (OVL 473), MW5G 2245 (OVL 465) and VRT/SL6G 1904 (JVL 619H)**. All: HUGH JONES







Above: **Early Lodekkas** had an extended grille, sometimes referred to as an apron front. One of just a couple of survivors is Eastern Counties LD5G LKD229 (OVF 229), presently in the care of the Eastern Transport Collection. HUGH JONES

Below right: **Bristol FS6B York-West Yorkshire YDX221 (NWU 265D)** is currently owned by Keith Renshaw and can normally be found at Keighley Bus Museum. HUGH JONES





# BUSES IN THE GLEN

Each year Keighley Bus Museum organises an excellent event at Shipley Glen at Saltaire on the outskirts of Shipley. This year's event was though a little different. Travellers had set up camp on the field where the rally is usually held, so the event was moved to the adjacent Roberts Park, where the informal parkland provided a setting in which one can photograph buses to advantage. Here are some of the highlights.



Above: Leyland Olympians in preservation are on the increase, a total of five being present on Sunday 2 July. Three of these fine buses have already featured in B&CP, proving just how popular the ECW-bodied Leyland Olympian in preservation is. The buses are from the left: East Yorkshire 537 (C537 DAT), United 251 (B251 NVN), West Riding 577 (A577 NWX), Yorkshire Coastliner 421 (B521 UWW) and RoadCar 616 (B516 UWW). Pictures: PHILIP LAMB



South Yorkshire maintained a sizeable fleet of recovery vehicles including Roe-bodied Leyland PD3/4, OWJ 353A, formerly Doncaster 175 (475 HDT).





Above: Jonathan Hawkins' fine 1963 Weymann-bodied Leyland PD3A/I 167 (6167 RU) was restored with the help of B&CP's Ashley Blackman.

Above right: North Western 796 (LDB 796), a dual-purpose Willowbrook-bodied Leyland Tiger Cub displays an appropriate destination as it basks in the warm afternoon sunshine.

Right: Keighley Bus Museum's splendid Roe-bodied Daimler CVG6, Halifax 119 (GJX 331), is fully certified as a wedding hire vehicle. This being a Sunday, it had the day off!

Below: Another vehicle previously featured in B&CP, the Ribble Vehicle Preservation Trust's Weymann dual-purpose-bodied Leyland Leopard Ribble 811 (ARN 811C) saw use on bus services during the day. Also in view is ECW-bodied Leyland Olympian East Yorkshire 537 (C537 DAT).







# **RYDABUS**

Above: Fully laden Bristol K5G CAP 234 turns into Monkton Street on all open-top service 7. CHRIS STEWART

Below: It's always special when Southern Vectis' pair of doyen Bristol K5G/ECWs 702 (CDL 799) and 703 (DDL 50) operate together. 702 is now in its 78th year of service with its original operator, 703 restored by Derek Priddle after having become an SV tree-lopper. No 702 loads for a Ryde Town Tour, 703 for service 7 to Seaview. NIGEL HARRIS

*JOHN G. LIDSTONE reports on a new Isle of Wight event.*

Family holidays in the 1960s convinced me that islands are special and, in the eyes of many, the charms of the Isle of Wight are such that little persuasion is needed for a visit. And that's without the testing network of Southern Vectis, the oldest trains in normal service in the UK (1938), a lovely steam railway and even the fun of

a hovercraft (with a brand new one now operating) to help you on your way too.

Now the island has its increasingly well-established and excellent Isle of Wight Bus & Coach Museum in its new home at Ryde.

A facet of the Museum for some years now has been the hugely successful 'Beer and Buses' running weekend, where







an increasingly large number of more modern rear-engined preserved buses shift huge crowds in addition to a smaller number of older vehicles.

The Museum is keen to play a part in its home Ryde area and so the idea came forward to offer a second and rather different style of annual two-day running event, this aimed more at the enthusiast side of things and to appeal to the local public. This is a very welcome move in my view and the way it has been put together and run is a recipe for much enjoyment and future success.

Rydabus was a name that came from a re-work of Ryde routes as part of the National Bus Company's cost-saving Market Analysis Project (MAP) of the early 1980s. Genuine local routes of that era were recreated, comprising 3 (Museum-Havenstreet Steam Railway link using single-deckers), and services 6 (Museum-Pell Estate), 6B (Museum-Binstead using half-cab double-deckers), 7 (Museum-Seaview using open-top double-deckers) and 20 (Museum-Westridge Leisure Centre using rear-engined double-

deckers), these all via Ryde Esplanade and with some testing gradients to tackle.

Tours were also operated to Brading Heritage Centre and also a special round Ryde open-top tour, on which a fare was chargeable. Ryde Town Council supported the event, too.

The inaugural event is a credit to organisers Dave Andrew, Nigel Harris and Leo Roberts and was blessed by the warmest of sunny weather throughout, creating the perfect ingredients for a most enjoyable and successful event.

Go-Ahead South Coast offered its Vectis Blue Enviro400 1521 (HW62 CMZ) as a control vehicle, whilst GASC's Leyland Olympian open-topper 4643

(K743 ODL), kindly donated to the Museum not so long ago, made its popular local debut as a preserved bus in glorious sunshine.

A mix of invited and offered vehicles quickly meant that the operations were fully subscribed, a notable returnee to the Island being Bristol RESL (HDL 25E).

Doyen Southern Vectis preservationist Derek Priddle's vehicles added much to the event, with his Dennis Ace 405 (DL 9015) resident on loan at the Museum with Bristol K5G 703 (DDL 50), whilst his wholly original FS6G 570 (YDL 315) and former Scottish Bus Group VRTSL 621 (OSF 307G) were enjoyed in service, with his recently-restored K5G 903 (CAP 234)

Above: **A nice Bristol/ECW cluster of comparisons, with NBC-liveried VRTSL 621 (OSF 307G) and Tilling green VRTSL2 628 (SDL 638J) sandwiching FLF6G 611 (CDL 479C) and LD6G 563 (SDL 268).** NIGEL HARRIS

Right: **A last-minute stand-in that proved highly popular in ideal weather was Seaford & District's resplendent ex-Eastbourne Leyland Titan PD2A / East Lancs 84 (DHC 784E).** NIGEL HARRIS







proving very popular indeed with full loads.

Dave Edwards' immaculate Bristol RELL6G 1516 (FWC 439H), a regular supporter of Museum events, was the furthest travelled: popular as ever, it's worth praising his highly authentic restoration from what was a vehicle in very poor condition some years ago.

The Museum kindly liaises with ferry operators to assist vehicle owners and vehicles started arriving on the

Clockwise from top left:  
**Freshly painted Bristol VRTSL2 NDL 637M shows its Solent Blue Line livery representing its second life on the mainland.** NIGEL HARRIS

**Leyland Olympian/Northern Counties 4643 (K743 ODL) makes its event debut and will be a most useful crowd shifter on days such as this as well as offering its appeal to younger visitors. It was the last Leyland delivered to Southern Vectis.** CHRIS STEWART

**Bristol LL5G/ECW 835 (HDL 279) demonstrates why service 3, connecting the Museum with the Steam Railway at Havenstreet had to be single-decker operated.** PETE THORLEY

**Although Southern Vectis didn't operate the lightweight Bristol SC4LK, it did operate the SU. Here Seaford & District's former Crosville SSG668 (241 SFM) edges down Park Road, a piece of road covered by Ryde buses on their homeward depot run for generations.** CHRIS STEWART





**W. H. Fowler & Sons' petrol-engined Bedford SBs/Plaxton Embassy 519 SLG makes a coaching contribution, although it had to retire owing to a minor issue on the day sadly.** NIGEL HARRIS

Thursday amidst some rather damper and colder conditions! Seaford & District added much interest with its ex-Crosville Bristol SC4LK 241 SFM and, when the expected

debut of its ex-Maidstone & District open-top AEC Reliance was sadly thwarted at the last minute by a technical issue, a hugely popular appearance was made by

its ex-Eastbourne Leyland Titan PD2A 84 (DHC 784E) which, given the weather, was perhaps even better for the event.

The Ryde town link service was so popular that even the first journey had to be duplicated, with the Museum's Bristol FLF 611 (CDL 479C) happily back in fine fettle after a clutch issue from last year was capably sorted out.

The Museum gratefully acknowledges the support of all who brought buses to this event and I am most grateful to Nigel Harris and Chris Stewart for their help in this feature.



**Early semi-automatic Bristol RESL6G 810 (HDL 25E) makes a poignant turn into its former home depot at Ryde, this being one of a number of former Southern Vectis vehicles invited to take part, immaculately presented in NBC livery.** NIGEL HARRIS



**Southern Vectis Bristol LHS6L/ECW 202 (KDL 202W) shows its National Bus Company dual-purpose livery well at Pell Estate; new in NBC era, it never carried a Bristol LH badge.** CHRIS STEWART



**The Museum assists visitors by liaising with ferry operators to book crossings etc and here, furthest-travelled ex-Eastern National Bristol RELL6G/ECW 1516 (FWC 439H) is seen boarding the ferry for its return journey to Colchester.** NIGEL HARRIS



# A Sale SURVIVOR



Eastern Counties HLG4 (VG 5541) is seen in the late 1950s at the terminus outside the Fludyer Hotel, Felixstowe where the crew are obviously enjoying the sunshine during a layover. The Fludyer Hotel is allegedly where Edward VIII secretly met Mrs Simpson. TIM STUBBS

*In the first of a two-part feature, SIMON GILL brings us the fascinating story about the rescue and restoration of the oldest remaining Bristol double-decker and the only remaining Bristol G type to survive.*

Although representatives of most types of vehicle constructed since the mid-1940s still exist to allow us all to step back in time and re-live fond memories of them during our youth, those constructed earlier tend to be less well represented as most had been scrapped before the preservation movement really got off the ground. The restoration of a vehicle from before World War 2 is therefore something very special; even more so when it is the

only one of its type to survive. Seventeen years after being imported back to the UK restoration of Roger Burdett's former Eastern Counties HLG4 (VG 5541), an open top Bristol GJW with Weymann body, has been completed.

## BRISTOL G

The Bristol G-type double-decker was introduced in 1931 to take advantage of the increased maximum length of 26ft for double-deckers, along with the single deck H- and J-types. It was initially offered with a lively and refined Bristol 6-cylinder petrol 'JW' engine of 7.26-litre capacity (hence the GJW chassis designation), a sliding-mesh gearbox and vacuum-servo brakes. Sales were initially slow as the higher chassis frame compared to those offered by other manufacturers at the

time meant bodywork on the G was slightly taller which made the chassis less attractive to some operators.

One of the first orders for the GJW came from the Norwich Electric Tramways Co, which took delivery of eight with Weymann 48-seat (24 in each saloon) bodywork in June 1933. They were registered VG 5538-45 and carried fleet numbers 40-7. In December 1933 control of NET, including its ivory and brown buses, passed to Eastern Counties Omnibus Co which ran the enterprise as a subsidiary. As the final trams were abandoned, NET was renamed Norwich Omnibus Company in June 1935 with the buses, repainted in ECOC's red and cream livery, running 'on hire' to NOC before being fully absorbed into ECOC in December 1935 when they were



renumbered LG1 to LG8 in the main fleet. To denote their highbridge body an 'H' was added to their fleet numbers in 1950 when they were renumbered HLG1 to HLG8 prior to being withdrawn in 1952/53 although two, HLG4/6, were converted to open-top which extended their lives.

Production of the G-type came to end in 1937, when it was superseded by the Bristol K, by which time 248 chassis had been built; the two operators with the largest number being Bristol Tramways with 81 and West Yorkshire and its subsidiaries which bought 46. Many petrol-engined Gs were refitted with diesel engines as oil became popular during the 1930s due to improved fuel economy.

### VG 5541 IN SERVICE

As the thirteenth Bristol G to be built, VG 5541 was first registered on 29 June 1933 when it became NET No 43 passing to NOC in June 1935 retaining the same fleet number until December 1935 when it was renumbered LG4. Around 1937 it was re-seated with 54 seats (28 upstairs and 26 in the lower deck) and during 1938 the JW petrol engine was removed and replaced with a Gardner 5LW diesel unit.

Renumbered HLG4 in 1950 it, along with HLG6, were converted to open top in Eastern Counties own workshops to operate sea front service 248 in Felixstowe between Cobbolds Point and the docks. Despite being a sea front service, the route included a very steep hill which tested the driver's skill on downward gear changes from second to first. Repainted all over cream with black wings it operated this service on a summer seasonal basis until 1960, being renumbered HLG496 for its final season. After withdrawal on 30 September 1960 it passed to Ben Jordan, Coltishall, a dealer well known for taking redundant Eastern Counties vehicles.

### CALIFORNIA DREAMING

Roger Burdett takes up the story. 'In 1962 a gentleman called Sidney Dollar, who ran Dollar Shipping Lines of San Francisco, was running for governor of California and wanted an open-top bus to canvass support during his election campaign. He bought VG 5541 from Ben Jordan and following an engine overhaul it was exported through Ipswich docks in November 1962. An interesting



A rare view of both open top Bristol GJWs passing one another with HLG4 (VG 5541) approaching on the right and the rear of HLG6 (VG 5543) heading away on the left. H.N. JAMES/IPSWICH TRANSPORT MUSEUM



HLG4 is seen at Felixstowe dock in July 1959 with the windscreen slightly open on a sunny day. M. G. DOGGETT



A fine rear view of HLG4 awaiting its next trip adjacent to the railway at Felixstowe dock in July 1959. M. G. DOGGETT





Top left: **The rear panel of VG 5541 when it was acquired showing the final operator as 'Truckin' on the Truckee River', Tahoe City, California.** ROGER BURDETT

Above left: **Close up of the cab and radiator of VG 5441 including its Californian registration, 517 ZWV, after loading onto the British lorry at Southampton docks in 2000.** ROGER BURDETT

Above: **Safely back in the UK, loaded and ready for the journey to Staffordshire. VG 5441 is seen at Southampton docks in all over red with yellow wheels in 2000.** ROGER BURDETT

Left: **Panels removed to reveal the true condition of VG 5441 on 21 July 2001.** SIMON GILL

Below: **Restoration work has started as seen on 11 November 2005. Note the chassis number G113 is painted on the front of the chassis frame below the engine.** SIMON GILL

photo exists in the Ipswich Transport Museum of it being craned aboard the ship. Sidney Dollar failed in his attempt to become governor and shortly afterwards his shipping company got into financial difficulties which resulted in the bus being acquired by one of its creditors in part settlement of a debt'.

The new owner used VG 5541 as a booking office in an all-over red livery for his white water rafting centre called 'Truckin' on the Truckee River' near Tahoe City, Squaw Valley, California. Contrary to what most people think



California is not always hot as Tahoe City is situated 6,250ft above sea level and gets an annual snowfall of 170in (4.34m) so VG 5541 was kept in a heated garage at the proprietor's house during most of the year. It was moved, under police escort, the 8 miles from his home to the river in the middle of May each year where it stayed until the return journey in mid-September. To find the location intrepid visitors were told to continue driving until they saw a red bus.

## RETURN TO THE UK

Out of the blue, Roger received a telephone call in early 2000 from Mike Edmunds of the British Bus Preservation Group which went something like: 'Hello, would you like a Bristol G which is available free to a good home provided the buyer collects it?' Roger said 'where is it?' 'California' was the reply. Undeterred, Roger went out to see VG 5541 in July 2000 and made the decision to have it there and then, but there was no time to lose as the weather would be closing in from September and articulated lorries are banned from Squaw Valley between October and March due to the high snowfall.

Back in the UK Roger contacted shipping agent, Pel Shipping Agency in Southampton which was very helpful. IT came back with three options. The first was to tranship westwards by sea via Korea. The second was to load VG 5541 onto a railway wagon to the East Coast but there was a snag as it may have to spend a week in a marshalling yard in Kansas City where it may sustain vandalism. Neither of these options was suitable so Roger opted for the third, which was on a low-loader to Jacksonville, Florida. He thought this would take a few weeks to organise but not long afterwards he got a telephone call whilst working in Scotland to say the rig would be there in 36 hours!

Fresh from delivering a US Army tank, the rig arrived in Tahoe City and VG 5541 was driven onto the low-slung trailer. Roger's phone rang again; it was the truck driver who said 'Roger, we have a problem'. It transpired that even though VG 5541 is open top it was still too high to travel on the interstate highway as the clearance is 14ft (4.3m). The only solution was to make the journey using ordinary roads where clearances are usually higher but this increased the time from 6 to 9

days, adding to the cost. Upon arrival at Jacksonville docks problems continued. The stevedore responsible for loading the ship insisted that all the water had to be drained out and they would drive it onto the vessel. He then left it ticking over on Jacksonville quay so long that the engine partially seized.

After an eight-day voyage across the Atlantic Ocean with 300 brand new BMW Z3 cars, VG 5541 arrived safely back at Southampton still carrying Californian registration 517 ZWV. HM Customs & Excise agreement was required to import the bus. With the help of Ward Jones, who provided a valuation, Roger paid the duty and other costs which enabled HMRC

to issue an import certificate. There was then a short three-day window to collect the bus from Southampton docks. Roger recalls: 'We went to collect the bus and after sorting out the paperwork in the office the agent said: "Do you know where the vehicle is?" I was quick to say yes as looking out of the window you could see it standing out in the middle of a long line of BMW Z3s!'

Safely loaded onto a trailer of Lowes Transport, Birmingham, the journey to Staffordshire was uneventful although no one expected at the time that it would be 17 years before it would emerge resplendent in all over cream once again. We will look at its restoration in part two.



Front view of restored Eastern Counties Bristol GJW, HLG4 (VG 5541) giving a sneak preview of what is to come next month. SIMON GILL



# RT Forty-Five

*AN RT, that toured eight countries to promote the 1951 Festival of Britain when new, has now been preserved by the same owning group for 45 years. NICK LARKIN hears an incredible history.*

However wonderful London Transport RT1702 (KYY 529) may be, its history involves far more than a mere bus. Here is the tale of thousands of people, from those admiring this AEC as a gleaming new ambassador for its homeland during an eight-country tour promoting the 1951 Festival of Britain, to Millennium Dome visitors in 2000.

The RT has had a major impact on many lives, particularly those who have preserved the bus since 1972, keeping the bus mainly at its last operating London Transport garage, Catford. In that time, RT1702 has attended around a thousand rallies including an unforgettable trip to Holland, numerous weddings and several funerals, one which featured the bus prominently on the front page of the Daily Mirror.

All this has happened with the bus being one of just a handful of RTs to retain its original body (Park Royal number L3675) and AEC chassis, 09613644. They have been through a lot together!

## SERVICE LIFE

RT 1702 was delivered to London Transport's Chiswick works in May 1950. The bus would be one of, and eventually the only survivor from, four RTs on the Festival of Britain tour. The others were RT1692, also with Park Royal bodywork and Weymann-bodied RT3070/114. Three of the buses were converted into mobile exhibition units but RT3070 was in standard spec to give rides.

The buses travelled through Norway, Sweden, Denmark, Germany, Holland, Belgium, Luxembourg and France. More than 122,000 people boarded the buses. Foreign Secretary, Ernest Bevin greeted the entourage on its return to Britain on 30 October 1950.

Converted back to a bus at Chiswick, RT1702 was sent to Mortlake in January 1951 to operate routes such as 9, 33 and 73.

In May 1951 the four buses were reunited at Old Kent Road garage to operate London Transport's sightseeing tour and the following November RT1702 was transferred to Holloway garage.

The bus received its first overhaul in June 1954 after which it was transferred to Victoria. A second overhaul took place at Aldenham in July 1958 and following a brief stint delicensed at Stockwell was moved to Seven Kings.

Following its third overhaul in June 1962, RT1702 was transferred to Hornchurch then, following final overhaul in 1966, the bus was sent to Catford, receiving a repaint in November 1969. In July 1972 the bus was finally withdrawn from service, being 22-years-old.

**RT1702 (KYY 529) is in first class condition after 45 years in preservation. NICK LARKIN**







## RESCUE AND PRESERVATION

Three members of the Catford garage staff, Dennis Denton, Len Field and Bob Wilkin decided that the bus should be saved. 'There was so much history behind it, and London Transport had kept the original chassis and body together, extremely rare on an RT as they were normally separated on overhaul'.

Following a meeting in the Catford garage canteen, the trio approached London Transport to buy the bus, £400 was paid, including tax and insurance. 'We took out a loan from the AA to get it,' Bob remembers.

It was agreed the RT could be kept at Catford but not immediately. 'It had been sent to Bexleyheath for storage, so for a while we ran it from there.' The new purchase created quite a bit of publicity with even *Tiibits* magazine getting in on the act.

The first rally the bus is known to have attended was an event at Booker airfield in 1972 and it has been regularly on display ever since, from Showbus to Cobham Bus Museum open days. Tours of the London Christmas lights proved popular and over the years the bus has appeared at several weddings, mainly for members of the 1702 Preservation Society, which was set up shortly after the bus was bought to run and maintain the vehicle.

The saddest event attended was the 1975 funeral of London bus conductor Ronald Jones, who was stabbed to death in January 1975 during a dispute over a two pence fare.

More than 3,000 LT staff gathered for a memorial tribute to Mr Jones at

Above left: **One of around 1,000 rallies attended by the RT was the recent 80th anniversary celebrations at Northfleet garage.** NICK LARKIN

Above: **Period adverts enhance the sense of history.** NICK LARKIN



Above: **Mingling with modern vehicles at Catford garage.** NICK LARKIN

Below: **RT1702 9 'at home' parked up in its dedicated space at the garage.** NICK LARKIN







Left: **A sad occasion — RT1702 made it onto the front page of the *Daily Mirror* when it officiated at the memorial service for London conductor Ronald Jones, killed while working in 1975.** COURTESY 1702 ASSOCIATION ARCHIVE

Below left: **RT1702 on a trip to the Black Country Museum.** COURTESY 1702 ASSOCIATION ARCHIVE

Below right: **Interior remains very much original.** NICK LARKIN

Bottom right: **RT cab is sparse but functional.** NICK LARKIN

In 1978 RT1702 appeared, suitably adorned, for the end of RTs in South London, and posed with the last examples from Catford and Bromley.

The bus also attended the final day of the type in April 1979. 'Sadly we were not allowed to participate in the cavalcade from Barking garage, but we parked in a layby,' Bob recalls.

Into the 1980s, and the RT continued to attend many events including successive Bromley Pageants. Longer trips have included a tour involving the National Tramway Museum at Crich then Blackpool.

Bob recalls an even more memorable expedition to the Tulip Rally in Amsterdam. 'We stayed at a hotel by the airport and the driver missed a turning and we discovered there was a low bridge. 'The police came along in a Porsche with guns, but they told us not to worry and escorted us a couple of miles back up the motorway.'

In 1981 a second RT that had originally been bought by the group for spares made

its post-restoration debut. RT277, dating from 1946, had served at Croydon and Thornton Heath garages before being withdrawn in 1959 and sold to Bird's Commercial Motors at Stratford-on-Avon before serving Warners of Tewkesbury, Gloucestershire for 14 years. After several years in a field the bus ended up in a tatty dismantled state at Poplar garage.

'A group of lads had taken it on but had given up. We originally intended dismantling the bus for spares, but decided to have a go at restoring it,' Bill recalled. 'It turned out to be a four-year project. The bus was kept until 2004, when the cost of operating two buses and storage problems led to a sale to preservationist Colin Mudie, from the Aberystwyth area.

Back to RT1702. The Festival of Britain connection meant a request for the bus to appear at another event of international fame, this time the 2000 Exhibition at the Millennium Dome.

A new platform riser (a common rot spot on RTs), was fitted by preserved bus restoration specialist Ian Barratt in 2004.

Since then the bus has remained on the road, again attending many events and normally covering 3,000-4,000 miles a year.

## MAINTENANCE

RT1702 is believed to have never suffered a mechanical breakdown at the event. 'There have been several punctures though.'

'The bus wasn't in too bad condition when we bought it but there were things

Wandsworth Common on 29 January and a one day strike was staged, RT1702, which had taken staff from Catford to the event, made a slow lap around the common bearing a wreath on the radiator and with the destination screens blacked out. A massive photo of the bus appeared on the front cover of the *Daily Mirror*, which was devoted to the event. 'We will never forget this sad and moving occasion,' said Bob.

RT1702 was used in official celebrations to mark the 25th anniversary of the Festival of Britain held at the Victoria and Albert Museum and called 'A Tonic to the Nation'. HM the Queen Mother performed the official opening on 24 November 1976.







**Bus has always carried memory of its epic trip in 1950 visiting eight countries.**

**More period adverts decorate the nearside and rear of the bus.**

**1702 Preservation Society members from the left: Dennis Burgess, Peter Mac, Bob Wilkin, Ray Blanchard, Bruce Saint and John Lawrence. All: NICK LARKIN**

that needed doing, A replacement engine, which is still running well, was fitted in 1973.

Bob also worked on the engineering side at Catford and across various garages and has turned his talents to many aspects of the RT over the years Ward Jones also did a lot of work in the early days. Now the RT goes for an annual MoT and service at London Bus and Truck at Northfleet, Kent, whilst the 1702 Society finances the running of the bus from subscriptions and donations.

Apart from its incarceration at the Millennium Dome, RT1702 has always been kept at London bus garages. It even received support from Sir Brian Souter of Stagecoach on a visit to its present home. 'He saw the bus, liked it and said there were no problems with it being there', Bob said.

'We did have an engineer years ago who decided there should only be LT vehicles at Catford', Bob remembered. 'He kicked us out, but luckily New Cross garage agreed to take RT1702 and it was there for five or six years. Then that engineer came to New Cross and kicked us out of there. Luckily we managed to get it back into Catford,' recalled Bob. 'We have been lucky with storage and would like to thank everyone who has helped us over the years.' The group has never used a bus wash or any other facilities at the various storage locations.

Spares have been acquired from various sources as required. 'Years ago we were able to get some spares from London Transport but this obviously isn't the case nowadays,' said Bob.

The bus normally cruises at around 35mph though it will touch 40. Miles per gallon vary from 10-15 depending on conditions.



## FINAL THOUGHTS

When RT1702 entered preservation London Transport was still operating hundreds of RTs, Donny Osmond was murdering the song 'Puppy Love' at number one in the charts and Edward Heath was Prime Minister.

Bob, who was 24 when the RT was bought and has just retired from London Underground, has been compiling albums of photos and articles connected with the bus, from which we've taken some of the photos here.

Looking through these volumes is like studying a potted history of the past 45 years of bus preservation, events, fashions and family histories. Newspaper cuttings show just how much of a story busmen buying a bus was in 1972. Everything from joyous celebrations to coverage of a tragic funeral are here.

RT1702 has now been in preservation for twice as long as its 22-year service life. Two of the three original buyers, Bob Wilkin and Len Field are still involved with the bus — sadly Dennis Denton, a

bus driver for 33 years at Hounslow and Catford, died in 2001. The oldest member of the 1702 society is 87-year-old Bruce Saint, who started work as a conductor at Catford in 1954 and still works hard keeping RT1702 spick and span. 'I remember conducting on this bus on the 94s. The bus is a direct link to the past and I'm sure it helps keep me active today,' he said.

Members of some bus groups might be surprised to hear that the 1702 Preservation Group had never in 45 years suffered a major dispute between members. 'People say we are very fortunate,' commented Bob. 'I think we are a group of people who have always been able to talk things out and we all seem to have shared aims and get on,' Bob said.

'We've always enjoyed being involved with the bus, and so much has happened. We've no regrets.'

The RT Preservation Society welcomes new members. Full details are available via [www.rt1702.co.uk](http://www.rt1702.co.uk)





## NIGEL APPLEFORD examines something a little different — EFE's 1:76 bus operator support vehicles.

Something a little different this month. 'Bus operator support vehicles' covers a multitude of different vehicle types ranging from a small car for bus crew transfers to an expensive 4-axle heavy recovery unit and anything in between.

Most bus companies have at least a couple of vans for engineering staff to attend roadside repairs, maintain bus stops etc. Some bigger concerns such as Ribble, Southdown or London Transport had many more in house functions

(architects departments, building and premise maintenance units, publicity departments to name a few), and all required motorised transport. In many cases, particularly in the 1950s and 1960s redundant buses were converted, sometimes quite extensively, into support roles such as stores lorries, bus stop carriers, training buses, uniform issue and stores units. In many cases a 'standard' lorry or van could have covered some of these roles. Many operators used

former military vehicles such as the AEC Matador, often with coachbuilt superstructures as breakdown tenders — we may look at these on another occasion.

Over the years Exclusive First Editions (EFE) has provided a number of support vehicles based on the standard lorry and bus toolings in its range, but unfortunately it doesn't have vans or suitable cars currently in their range, so the releases have been mainly lorries, but there are quite a few variations within these. Other manufacturers with suitable cars and vans in their ranges such as Corgi, Classix (Pocketbond), Oxford Diecast and Base Toys/B-T Models have gone some way to filling the gaps — perhaps we'll look at some of these another time.

It remains to be seen whether any new support vehicles will come from EFE now it is part of Bachmann, we have seen a model of the bridge/viaduct maintenance vehicle, a former passenger carrying DMS converted by Maidstone & District, but I suspect this may have been ordered by Gilbow Holdings.

Liveries are all well applied with appropriate markings and decals, all models carry registration plates. As the information isn't available it's difficult to gauge how successful sales have been. EFE lorry models do tend to be quite expensive when compare to the Oxford and B-T offerings.

Top left: **One of the more exotic operator-built support vehicles is this Preston Bus recovery vehicle rebuilt from Metro-Cammell-bodied Leyland PD3 PRN 908, which entered service as a bus in 1961.**

Top right: **A less exotic support vehicle is this Leyland Octopus with LAD (Leyland/Albion/Dodge) cab and elliptical tank. New to Shell Mex/BP, DLK 125C was later purchased by Bristol Omnibus and is seen as acquired for preservation at the 1996 HCVS Bournemouth-Bath run.**

### FLEETLIST

#### AEC ERGOMATIC CAB 4-AXLE ELLIPTICAL TANKER LORRY

13801	Midland Red (NBC)	KGY 808D	Feb 1997
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#### BEDFORD TK RIGID FLATBED LORRY

21901	Barton Transport	73 (527 KRR)	Jul 1996
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#### BEDFORD TK RIGID LUTON VAN

23601	Grey Green	NCF 780G	Apr 1997
23604	Crosville (NBC)	51A (TFM 633K)	May 1999
23606	Wallace Arnold	LUB 962L	Feb 2013

#### DAIMLER FLEETLINE

27401	China Motor Bus	T19 (CW 7787)	Sep 2000	5,000	Driver Trainer
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#### DAIMLER FLEETLINE B20

31306	London General	DMS2422 (OJD 422R)	Jan 2015		Driver Training Bus †
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#### BEDFORD TK 2-AXLE DROPSIDE LORRY

34105	Bus Eireann	163 WZA	Jun 2008
34107	Crosville (NBC)	53A (VLG 53R)	Mar 2014
34108	Alder Valley (NBC)	60 (TPJ 780S)	Mar 2016

#### FORD THAMES TRADER BULK TIPPER LORRY

32802	London Transport	1194F (412 AUU)	Apr 2008		Grey livery
32803*	London Transport				Grey livery

#### FORD THAMES TRADER DROPSIDE LORRY

32901	Southdown (NBC)	LI5 (BUF 215C)	Jun 2007
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#### FORD THAMES TRADER ARTICULATED FLATBED LORRY

33201	London Transport	1189F (407 AUU)	Dec 2007		Grey livery
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#### AEC MARK V 4-AXLE ELLIPTICAL TANKER LORRY

34701	Southdown (NBC)	DLK 292C	Mar 2008
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#### AEC MERCURY ARTICULATED FLATBED LORRY

35002	Barton Transport	71 (626 KNN)	Nov 2008
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#### BEDFORD TK 2-AXLE DROPSIDE LORRY

36301	GM Buses	OBN 143M	Jan 2009
36302	Ribble	RCK 218	Sep 2009

#### DAIMLER FLEETLINE OPEN TOP

40101	Network South East/M&D	P90 (GHV 90N)	Dec 2016	768	Viaduct maintenance vehicle
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\* Announced in EFE newsletter but never released; † Code 2 Bachmann special





The first support vehicle released by EFE was this AEC Mammoth Major with elliptical tank body in Midland Red NBC era livery. A number of larger operators purchased secondhand road tankers for moving diesel between depots, they could also have been used in the event of a tanker drivers' strike. The model dates from February 1997.



Barton Transport of Chilwell, Nottingham was well known for its large and varied bus fleet including in house re-builds. I don't think that these two lorry issues are specifically bus support vehicles but more likely from the general carrier fleet, Barton operating a road haulage fleet as well as bus services. The rather long Bedford TK flatbed with timber load, 73 (527 KRR) was issued in July 1996 and the AEC Mercury articulated flatbed, 71 (626 KNN) in November 2008.



Before the arrival of high-floor coaches with underfloor lockers a number of operators with long distance holiday services suffered a lack space for passengers' luggage so their answer was to provide furniture vans to carry the extra luggage. EFE has produced models for Grey-Green (NCF 780G), Wallace Arnold/Evan Evans (LUB 962L) and Crosville, (51A, TFM 633K). Models were released in April 1997, March 2013 and May 1999 respectively. I'm not sure if the bodywork style on these is 100% accurate as I haven't been able to locate any pictures.



Above: Irish operators were not neglected, a model of a long-wheelbase Bedford TK dropside in the colours of Bus Eireann (163 WZA) complete with two crates was released in June 2008.



Above right: The long-wheelbase Bedford TK dropside also appeared in Crosville NBC green (as 53A, VLG 53R) in March 2014, the load was sheeted drums etc. This same model was later re-issued as Alder Valley 60 (TPJ 780S) in March 2016. The Crosville example is reasonably accurate at least.

Right: Driver-training buses are a feature of many larger fleets, EFE has released two trainers so far, both based on the DMS. This is a model of China Motor Bus T19 (CW 7787) dating from September 2000; the upstairs is without seats as per the prototype. This was a certificated run of 5,000.







Left: As might be expected London Transport operated a large ancillary fleet. Three releases were scheduled but only two were actually released, an articulated Ford Thames Trader 1189F (407 AUU) with two crates and two rows of drums as a load (the loads are held in place by a clear plastic moulding), and a Ford Thames Trader bulk tipper lorry 1194F (412 AUU); this has a coal load so is possibly aimed at the model railway rather than bus modellers. They were released in December 2007 and April 2008 respectively. LT allocated a suffix to the fleet numbers denoting the chassis manufacturer.

Below: Southdown service vehicles have featured as regular releases. This is a model of Thames Trader dropside lorry LI5 (BUF 215C), released in June 2007. The body tips and has a load of oil drums and a crate.



Above: Southdown was another NBC operator to use a secondhand Shell Mex/BP fuel tanker, in this case an AEC Mercury MkV, DLK 292C, the model was released in March 2008. The real vehicle reportedly still exists in preservation.



Above: The Bedford TK short-wheelbase dropside has appeared twice, as Ribble RCK 218 (in September 2009) and as GM Buses OBN 143M in January 2009. Interesting to compare the two models as they represent an early and a late TK, the real TK having an approximately 24-year production run, even the fuel tanks are on opposite sides of the chassis. Both carry crate loads and the bodies tip.

Right: The latest bus operator support vehicle is an oddity; a former London Transport/Maidstone & District DMS (GHV 90N) converted into a railway viaduct inspection unit. It remains numbered as P90 in the Maidstone & District service fleet with M&D legal although it carries Network South East livery. A certificated release of 768 models in December 2016, I suspect it was commissioned by Gilbow although issued by Bachmann.







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Reg Number - VLT 59

Fleet Number - RM59

Route - fare 30p - SHOPLINKER

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### EFE 25711 London Transport DMS Bus & Coach

Reg Number - GHV 63N

Fleet Number - DMS1063

Route – 40

Destination - VICTORIA

**RRP: £39.95 – OUR PRICE: £33.96**



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Reg Number - BCK 706R

Fleet Number - N/A

Route – 024

Destination – VICTORIA

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Some fascinating material from an RT-owning group's archive and a tribute to a bus depot are among this month's unusual observations from NICK LARKIN.



### GET IT LISTED

Well done to all involved in organising a proper celebration marking 80 years of Northfleet bus garage, now an important sole survivor.

Here is a magnificent Modernist edifice, which apart from being partly blighted by uPVC double-glazing retains almost all its original features including some of the original Crittall metal windows. Inside are many 1930s wall and floor tiles and staircases, not forgetting a canteen sign that looks as if it was homemade in about 1938.

There's also a little bit of crumbling concrete, modern Arriva signage and Mitsubishi air conditioning units (forgivable in the present warm weather!), but the building looks remarkably good. No wonder the assorted RTs, RFs and other classic vehicles attending the Open Day, aimed at and much enjoyed by the local community, looked so much at home.

Here is what is now the sole surviving London Country Area bus garage in

anything like original state from the network around London designed in Modernist style by Wallis, Gilbert & Partners, whose greatest hits include Victoria Coach Station and the Hoover building.

The others have been felled like ninepins mainly over the past 25 years or so, not least St Albans, despite a massive campaign to save it.

Dorking, considered one of the finest of all







these buildings, was demolished in 1990, and housing built in the site. Weybridge, Tring, and all the others — it's a sad roll call.

We are assured that there are absolutely no plans to demolish Northfleet garage or do anything horrible to it. While fully realising that this is a busy bus depot, not a museum, is it not worth an organisation such as the Transport Trust recommending it be listed.

It's good to know that following the success of the open day, Arriva is looking to hold similar events at other depots as anniversaries.

Taking of anniversaries, we really were most impressed by the by the huge banner outside the depot, which details the history of the building and its users.

Maybe we've read this wrong, however, but does this not state that 'Arriva, a DB company,' has apparently been 'serving your local community for 80 years?'

Has time really gone by that quickly? We're relieved to say that time frame obviously refers to the depot, however looking in the right book still reveals that 20 years have now slipped by since the announcement of the Arriva corporate identity to a grateful world in 1997.



## RT RECOLLECTIONS

The excellent folk behind the RT1702 Preservation Society, which has preserved the bus of that name for 45 years (see article in this issue), have kept a bus featuring photos and articles detailing their activities from 'day one' and have suggested a couple of excellent contributions for 'Off Route'.

These actually focus on other RTs, but the society would love to know if anyone remembers the floods in Lewisham which resulted in the superb image of RT2737 parting waves like a mighty ocean liner while in fact operating the 47 from Liverpool Street. Flooding in 1968 was remembered as being particularly notorious but we think this picture is earlier than that.

Our second 'Off Route' RT was certainly off route in October 1974, when it seemed the driver seemed to have thought that as the pedestrian underpass in Romford High Street didn't have restricted height warning it must be negotiable.



Local newspaper reports suggest that the unidentified RT had been stolen from Ilford, during a period when it wasn't unusual for people literally taking a bus from their local depot to get home.

No injuries were reported but we don't know if the RT lived to fight another day. A youth was seen around the area who may have been involved with the incident. Why did several people think I was the prime suspect?







## MOQUETTE MYSTERY

So why does this self-effacing Alexander Dennis 400, seen outside Catford bus garage, have the gaudy seat moquette as seen on Leyland Titans and Olympian in the 1980s?

The bus was new in 2012 and painted in a special livery to mark the depot's centenary. It was presented as the Selkent Ambassador. A previous bus to bear this name and livery style was Leyland Olympian LI36 in the 1980s.



## MIND THE DOOR

Following last month's investigations into the seemingly confusing similarities between the bell and emergency door open button in the doorway of Patrick Burnside's 1958 Bristol MW, STEVE MILNER of Lincolnshire Vintage Vehicle Society fame has kindly sent us these photos of his 1960 Lincolnshire example, OVL 465.

At least this vehicle has a warning to wait until the vehicle stops, which presumably applies to button pressing, and Steve can't recall any incidents of passengers tumbling through unexpectedly opening doors onto the Lincolnshire flatlands — or Wolds, for that matter.





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## INDEX

Buses and coaches for sale	II
Bus and coach parts for sale	II
Bus and coach parts wanted	III
Restoration services	III
Books, magazines and DVDs for sale	V
Photographs for sale	VI
Photographs wanted	VI
Models wanted	VI
Miscellaneous artefacts for sale	VI
Events	VI
Museums	XI

### Other Categories (not listed this month)

Accommodation  
Announcements  
Assistance available  
Assistance/information wanted  
Books, magazines and DVDs wanted  
Buses and coaches for hire  
Buses and coaches wanted  
Business for sale  
Heritage bus services/tours  
Miscellaneous artefacts wanted  
Models for sale  
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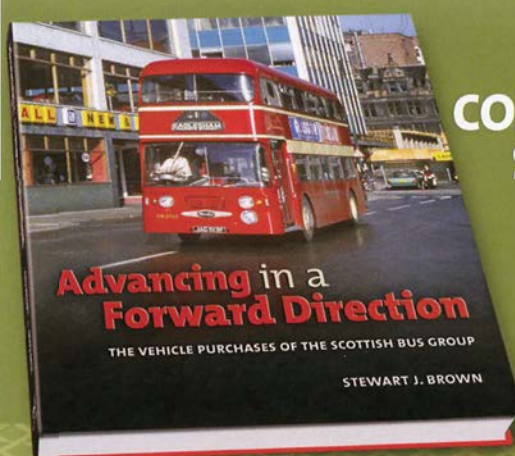
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## EVENTS

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### FRIDAY–SUNDAY 4–6 AUGUST

**Gloucestershire Vintage & Country Extravaganza**, at South Cerney Airfield near Cirencester, Glos. This huge event caters for all vintage vehicle enthusiasts and includes a large bus and coach section complete with free rides around the site. Free connecting bus services are operated from Kemble railway station and Cirencester town centre. Further general information can be obtained at [www.glosvintageextravaganza.co.uk](http://www.glosvintageextravaganza.co.uk) Vehicle entry forms from [bus\\_coach.svttec@yahoo.com](mailto:bus_coach.svttec@yahoo.com) or by ringing 07746 412555.

### SUNDAY 6 AUGUST

**Provincial Bus Rally**, Stokes Bay, Gosport. 10.00–16.30. Organised by The Provincial Society. Vintage bus rides, large static display of buses, cavalcade of buses around Gosport. Supported by First Hampshire & Dorset and Lucketts Travel. Transport links: Frequent free shuttle bus connection from/to Gosport Ferry for Portsmouth: train, bus and Isle of Wight ferry links. Souvenir programme and timetable available one week before event. For further information please visit our website: [www.provincialsociety.org](http://www.provincialsociety.org)

**Glasgow Vintage Vehicle Trust Open Sunday.** Bridgeton Bus Garage, for events the public entrance is in Broad Street, Glasgow. The garage will be open between 11.00 and 16.00. Admission prices: Adults £3.50, Child/OAP £2, Family £8. For further information contact: Glasgow Vintage Vehicle Trust (Scottish Charity No. SC034066), 76 Fordneuk Street, Glasgow, G40 3AH. E-mail: [info@gvvt.org](mailto:info@gvvt.org). Website: [www.gvvt.org](http://www.gvvt.org).

**St Helens North West Museum of Road Transport 'Midland Marques of Yesteryear'** featuring classic restored cars made by long-gone companies from the West Midlands on display in the Museum. 11.00–16.00. Free Heritage Bus Rides, light refreshments. Museum near to St Helens Central rail and bus stations. Free car parking nearby. Admission: Adult £4.25, Concessions £3.25, Children 5-17 £2.50, Family (2+2) £12.50. For further information please visit our website: [www.nwmort.co.uk](http://www.nwmort.co.uk) or Telephone: 01744 451681. North West Museum of Road Transport, The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU.

**Oxford Bus Museum Vintage bus rides.** Open 10.30–16.30 with bus rides at 12.15 and 14.45. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. For details telephone: 01296 337622 or visit: [www.oxfordbusmuseum.org.uk](http://www.oxfordbusmuseum.org.uk)

**Ipswich Transport Museum. Free Bus Rides** to the Museum from the town centre and railway station (and back!). Leave the car behind and enjoy a leisurely free bus ride to and from the museum. Timetable on our website from early July. If you wish to come into the museum, normal admission charges apply (Adult £5.50, Child £3.50, Concessions £5, Family £16). Further details from Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Tel: 01473 715666, e-mail: [enquiries@ipswichtransportmuseum.co.uk](mailto:enquiries@ipswichtransportmuseum.co.uk) or visit: [www.ipswichtransportmuseum.co.uk](http://www.ipswichtransportmuseum.co.uk)

**Tinkers Park Bus Rally and Model Railway Exhibition.** Tinkers Park, Hadlow Down, Uckfield, East Sussex, TN22 4HS. 10.00–17.00. Admission: Adults £6, Under 16s £2. Model railway show with at least 12 layouts; Narrow gauge railway offering free rides; Dree Traction engine/trailer rides. Free bus services to and from site. Free car parking; various transport related stands, Organ Museum, programmes and on-site light refreshments. For more information please also visit: [www.southdownnational.com](http://www.southdownnational.com) or: [www.tinkerspark.com](http://www.tinkerspark.com) Entry forms for vehicles and bus related trade stands to: Paul Llewellyn, 'Oakview', Luxford Lane, Crowborough, TN6 2PJ.



## SATURDAY/SUNDAY 12/13 AUGUST

**National Tramway Museum. World War II – Home Front.** 10.00–17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Details: e-mail: enquiry@tramway.co.uk, telephone 01773 854321 or visit: www.tramway.co.uk

## SUNDAY 13 AUGUST

**South Yorkshire Transport Museum Open Day** at South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. Open 10.30–16.00, shop and café open. Free heritage shuttle bus from Rotherham bus station (Stand C1) at 11.45, returning from Museum at 14.00. Admission £4, Concessions £2.50, Family £10 (max. two adults). Further details from: info@sytym.co.uk or Tel: 07852 298082. Website: www.sytym.co.uk

**Dorchester. West Country Historic Omnibus and Transport Trust (WHOTT) 3rd Annual Running Day.** 10.00–16.00. Top o' Town car park, Dorchester. Link with the Hardy Society celebrating 130th anniversary of his book *The Woodlanders*. A free coach tour of sites associated with the book will take place in the afternoon with an on-board commentary given by a local Hardy expert. Free parking. The rally site has a café and toilets and is ten min walk from the two railway stations. Direct trains from London and Bristol. Top o' Town car park is the site of the former Bere Regis & District headquarters, garage and main works. Entry forms and more details available shortly from our website www.busmuseum.org.uk or from our chairman Robert Crawley, Kalmia, Church Road, Colaton Raleigh, Devon EX10 0LW or by telephone 01395-567795, mobile 07974-567756, email chairman@busmuseum.org.uk.

**Dewsbury Bus Museum Summer Spectacular** at the Mill Outlet, Batley. Admission by programme, £3 adult, accompanied children free. Advance copy available for £4 by sending a cheque payable to West Riding Omnibus Museum Trust, 47E Dale Street, Ossett WF5 9HE. 10.00–16.30 with a full day of free services and tours. Free shuttle service from Dewsbury South Street to the Ravensthorpe Museum building & the Mill Outlet. More than 25 vehicles running in service and a large selection of visiting buses and trade stalls, Museum Café, Tombola and much more. Visiting vehicles always welcome. Free feeder services from Bradford, Castleford, Huddersfield, Keighley, Leeds, Pontefract & Wakefield. For more information visit: www.dewsburybusmuseum.co.uk

**Norwich Running Day** arranged by Firstbus in collaboration with EATM and ETCS.

**Ipswich Transport Museum. Free Bus Rides** to the Museum from town centre and railway station (and back!). Leave the car behind and enjoy a leisurely free bus ride to and from the museum. Timetable on our website from early July. If you wish to come into the museum, normal admission charges apply (Adult £5.50, Child £3.50, Concessions £5, Family £16). Further details from Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Tel: 01473 715666, e-mail: enquiries@ipswichtransportmuseum.co.uk or visit: www.ipswichtransportmuseum.co.uk

## SATURDAY/SUNDAY 19/20 AUGUST

**The Trolleybus Museum at Sandtoft. Trolleydays plus Blues & Twos Weekend.** Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

**Scottish Vintage Bus Museum Open Weekend and Transport Collectors' Fair,** Lathalmond, Fife KY12 0SJ. Details: 01383 623380 or visit: www.svbm.org.uk

## SUNDAY 20 AUGUST

**Oxford Bus Museum Vintage bus rides.** 10.30–16.30 with bus rides at 12.15 and 14.45. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or visit: www.oxfordbusmuseum.org.uk

**Ipswich Transport Museum. Free Bus Rides** to the Museum from town centre and railway station (and back!). Leave the car behind and enjoy a leisurely free bus ride to and from the museum. Timetable on

our website from early July. If you wish to come into the museum, normal admission charges apply (Adult £5.50, Child £3.50, Concessions £5, Family £16). Further details from Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Tel: 01473 715666, e-mail: enquiries@ipswichtransportmuseum.co.uk or visit: www.ipswichtransportmuseum.co.uk

**Key Publishing Buses 2017 Festival.** Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ. 10.00–17.00. Vehicle displays, trade stalls, free rides around the centre and local scenic routes. Ticket price includes access to Museum, parking and courtesy bus from Leamington Spa railway station. Trade Stand booking & enquiries: Julie Lawson, Tel: 01780 755131 or e-mail: Julie.lawson@keypublishing.com More information on website: www.busesfestival.com

**Leeds Classic Bus Runday.** Heritage buses operating a network of five routes around Leeds adjacent to the bus station. e-mail: penninebusrallies@outlook.com for details.

## TUESDAY 22 AUGUST

**National Tramway Museum Horse Tram Day.** 10.00–17.00. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Details: e-mail: enquiry@tramway.co.uk, telephone 01773 854321 or visit: www.tramway.co.uk

## FRIDAY/SATURDAY 25/26 AUGUST

**London Transport Museum, Depot Discovery Tours at Acton Depot.** Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. All tours last for approximately two hours. Tickets must be pre-booked online or via our Ticket Office on 0207 565 7298 (open 10.00–17.30 daily) Adult £12, Concession £10, under 16s must be accompanied by an adult. Tickets must be pre-booked. Details: 020 7565 7298 or visit: www.ltmuseum.co.uk

## SATURDAY 26 AUGUST

**Warminster, Wilts. Imberbus.** A half-hourly service of Routemasters, plus several guest vehicles, will operate from Warminster rail station to the abandoned village of Imber, most services continuing to other remote destinations on Salisbury Plain. Service operated by Bath Bus Company with the support of many other leading bus companies. Details on: www.imberbus.wordpress.com Timetable on website at least two weeks before event. Persons without access to the internet can obtain a timetable after 12 August by sending a stamped addressed envelope (marked 'Imberbus timetable') to UK Transport Services, 4 Saxon's Acre, Warminster BA12 8HT.

## SATURDAY–MONDAY 26–28 AUGUST

**The Trolleybus Museum at Sandtoft. Big City Weekend Trolleydays.** Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

## SUNDAY 27 AUGUST

**3rd Annual Sheffield Rally and Bus Running Day.** 10.00–17.00 at Tesco Abbeydale Road park and ride, S7 2QB. Free local bus services. All classic and vintage buses and coaches welcome. Trade stalls welcome. Contact www.wrbg.weebly.com for application forms, also on Facebook. E-mail: wrbg@talktalk.com or Telephone 07774 626475. Organised by the West Riding Bus Group.

**Colne Valley Railway, Bus and Commercial Vehicle Rally.** Castle Hedingham, Essex CO9 3DZ (on A1017 between Halstead and Haverhill). 10:30–16:30. Vehicles of all ages welcome. Further info: info@colnevalleyrailway.co.uk or telephone 01787 461174.

## SUNDAY/MONDAY 27/28 AUGUST

**National Tramway Museum. Classic Transport Gathering.** 10.00–17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Details: e-mail: enquiry@tramway.co.uk, telephone 01773 854321 or visit: www.tramway.co.uk



Please join us at the highly acclaimed

# LEICESTER 'HERITAGE BUS' RUNNING DAY & RALLY

at the Birstall Park and Ride site

**Sunday 3rd September 2017**

**10.30 AM to 5 PM**



- **FREE** bus rides on services to the Stoneygate Tram Depot and Great Central Railway's Quorn Station plus a short scenic circular route.
- "Drive a Modern Double Decker Bus" experience provided by First Leicester! (Pre-bookable at [www.firstgroup.com/leicester](http://www.firstgroup.com/leicester))



Join us for a journey back in time!

There is ample FREE car parking available at the Birstall Park & Ride site (LE4 4NN)

Running Day organised by the Leicester Transport Heritage Trust in conjunction with First Leicester and the Great Central Railway.  
For full and up to date information visit [www.ltht.org.uk](http://www.ltht.org.uk)

SUNDAY/MONDAY 27/28 AUGUST

**The Transport Museum Wythall. Summer Special.** We will run as many classic buses as we can for your enjoyment, plus sales stands, miniature steam railway rides. Museum open 10.30–17.00 (last admission 16.30). Museum bus service 750 operates on both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre), central Birmingham, at 10.30 and 11.45 (fare £2.50 each way) and from Maypole at 10.50 and 12.05. Admission: £7 adult, £3.50 child. Family tickets available. Admission and all-day bus riding ticket: £12 adult, £6 child. For details contact the Transport Museum, Chapel Lane, Wythall B47 6JX. Tel: 01564 826471, e-mail: [enquiries@wythall.org.uk](mailto:enquiries@wythall.org.uk) or visit: [www.wythall.org.uk](http://www.wythall.org.uk)

MONDAY 28 AUGUST

**Oxford Bus Museum Vintage buses to Witney** (Market Place). Free vintage bus rides from OBM at 11.15 then every hour until 15.15. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Open 10.30–16.30. Details: 01296 337622 or visit: [www.oxfordbusmuseum.org.uk](http://www.oxfordbusmuseum.org.uk)

**Ipswich Transport Museum 'Ride a Fire Engine Day'.** Get fired up with free rides on the Museum's magnificent fire engines and see other visiting machines. A very popular event. 11.00–16.00. Admission Adult £7, Child £4.50, Concessions £6, Family £20. Further details from Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Tel: 01473 715666, e-mail: [enquiries@ipswichtransportmuseum.co.uk](mailto:enquiries@ipswichtransportmuseum.co.uk) or visit: [www.ipswichtransportmuseum.co.uk](http://www.ipswichtransportmuseum.co.uk)

**Ribble Vehicle Preservation Trust 4th Lytham St. Anne's Running Day.** Vehicles on display at Lytham Hall and in service around Lytham and St. Anne's. For more details see our website: [www.rvpt.co.uk](http://www.rvpt.co.uk) (provisional date)

THURSDAY 31 AUGUST

**National Tramway Museum Horse Tram Day.** 10.00–17.00. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Details: e-mail: [enquiry@tramway.co.uk](mailto:enquiry@tramway.co.uk), tel 01773 854321 or visit: [www.tramway.co.uk](http://www.tramway.co.uk)

SUNDAY 3 SEPTEMBER

**Museum of Transport Greater Manchester Trans Lancs Transport Show.** Heaton Park, Manchester. Museum at Boyle Street, Cheetham, Manchester M8 8UW. Family friendly day out featuring classic and modern transport. Free heritage bus service between Museum and Heaton Park (Middleton Rd Gates). Further details from 0161 205 2122 (Weds, Sat, Suns 10.00–17.00), e-mail: [email@gmts.co.uk](mailto:email@gmts.co.uk) or visit [www.motgm.co.uk](http://www.motgm.co.uk)

**Glasgow Vintage Vehicle Trust Open Sunday.** Bridgeton Bus Garage, for events the public entrance is in Broad Street, Glasgow. Open: 11.00–16.00. Admission prices: Adults £ 3.50, Child/OAP £2, Family £ 8. Details: Glasgow Vintage Vehicle Trust (Scottish Charity No. SC034066), 76 Fordneuk Street, Glasgow, G40 3AH. E-mail: [info@gvvt.org](mailto:info@gvvt.org). Website: [www.gvvt.org](http://www.gvvt.org).

**Leicester Transport Heritage Trust Bus Running Day & Rally.** 11:00–17:00. Free heritage bus services running from Birstall Park & Ride site, Leicester LE4 4NP. Vehicle display and transport stalls. Stoneygate Tram depot open day. Contacts: Leicester Transport Heritage Trust: [www.ltht.org.uk](http://www.ltht.org.uk), e-mail: [info@ltht.org.uk](mailto:info@ltht.org.uk) phone 07891 071908 or 0116 275 1642.

SATURDAY 9 SEPTEMBER

**Winchester Heritage Open Weekend: Twilight Vintage Bus Services** Several preserved buses from King Alfred and other former local operators will operate free journeys over traditional bus routes based on Winchester Broadway between 16:00 and 21:30. For details see [www.fokab.org.uk](http://www.fokab.org.uk) or phone 01737 823436.

**Oxford Bus Museum. Free Vintage bus rides around Oxford City Centre.** Frequent service from 10.00 to 15.30. Oxford Bus Museum, Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Open 10.30–16.30. Details: 01296 337622 or visit: [www.oxfordbusmuseum.org.uk](http://www.oxfordbusmuseum.org.uk)



**On The Buses at Bewdley Station**

With a London Transport Theme

Sunday 10th September 2017

Admission £2.00 Per Person - Issued Subject to Regulations - Not Transferable. Admission £2.00 Per Person - Issued Subject to Regulations - Not Transferable.

**On The Buses 2017**

Severn Valley Railway Company - Severn Valley Railway Company - Severn Valley Railway Company - Severn Valley Railway Company - Severn Valley Railway Company



Admission only £2 per person or free with an SVR train ticket

Attractions include...

- A superb display of preserved London Transport buses, together with many others from different regions and eras
- Stalls selling a wide range of bus related items and memorabilia
- Free bus rides around Bewdley and Stourport-on-Severn
- Refreshments available on site

**Parking is not available at Bewdley Station during this event. Free parking is available at Bewdley High School which is approximately 5 minutes walk away.**

Organised and operated by volunteers at Bewdley Station.  
Admission fee goes towards the upkeep of the station. All attractions are subject to availability.

The Railway Station, Bewdley, Worcestershire DY12 1DP



# Merthyr Tydfil Festival of Transport 2017

**Sunday 10 September 10am to 4.30pm Merthyr Tydfil Leisure Centre**  
SAT NAV CF48 1UT



**FREE Heritage bus trips to Pontsticill, Rhymney Brewery and Brecon Mountain Railway**  
**Free Classic Car display**  
**Buses and Coaches old & new side stalls.**



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Enquiries to: Mike 07733 302242  
please e-mail: [info@ctpg.co.uk](mailto:info@ctpg.co.uk)

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This year's bus event, evoking the spirit of the Red & Green Bus Rovers will not just feature vintage buses from the era but will also provide opportunities to ride on many of these buses. Final line-up to be confirmed but watch out for some fantastic rides and updates on our website.

Regular 339 service will run as normal, in addition to steam and diesel train services.

**Tickets are available online at [www.eorailway.co.uk](http://www.eorailway.co.uk)**

A special 'bus only' ticket is also available for £8.00, which includes entry to North Weald Station and travel on all bus services

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Epping Ongar Railway

@eorailway



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 Omnibus Trust

## 10<sup>th</sup> Kingsbridge 7'6" Vintage Bus Running Day

**Saturday 16<sup>th</sup> September from 10am**  
Kingsbridge Bus Station, The Quay

Free bus services  
all day to beautiful  
coast and country villages throughout the  
South Hams with more than 30 buses and coaches.

A 10<sup>th</sup> anniversary programme with history, timetables and duties will be available on the day (£6) or in advance (£8 inc p&p) using PayPal via the website or by sending a cheque to:  
'TV&GWOT', Ledger Farm, Forest Green Road, Fifield, Maidenhead SL6 2NR

### More Information:

T: 07990 505373 (Colin Billington)

E: [enquiries@tvagwot.org.uk](mailto:enquiries@tvagwot.org.uk)

W: [www.tvagwot.org.uk](http://www.tvagwot.org.uk)

Organised by the Thames Valley & Great Western Omnibus Trust (TV&GWOT). Registered Charity No. 1125980



## The SAMUEL LEDGARD Society

Calling all bus, air, railway and shipping enthusiasts!

### 13<sup>th</sup> ANNUAL TRANSPORT COLLECTORS' FAIR

PUDSEY CIVIC HALL, LEEDS

**Saturday 14<sup>th</sup> October 2017**

Doors open 10am until 3pm

Up to 100 stalls selling all manner of transport related memorabilia, books, photos, tickets, metalwork and railwayana

Refreshments available from 10am to 3pm



**Admission  
only £1**



Venue location:

200yds from New Pudsey Station.

Near the junction of the A6120 Leeds Ring Road  
and the A647 Leeds to Bradford Road at 'Dawson's Corner'  
About 2 miles from the centre of Pudsey

Civic Hall signposted – FREE car parking adjacent to Hall  
OWLCOTES SHOPPING CENTRE NEARBY

**Enquiries: Barry Rennison, Tel: 0113 2363695**

E-mail: [rennison@cc-email.co.uk](mailto:rennison@cc-email.co.uk)



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Transport Auctions of London Ltd

Hamilton House, 87-89 Bell Street, Reigate RH2 7AN





## SATURDAY 9 SEPTEMBER

**Chingford, Royal Forest Hotel**, Rangers Road, Chingford, London E4 7QH. Display of 1940s-1960s London buses, recreating the former bus terminus here which closed in September 1968 as a result of London Transport's 'Reshaping Programme'. With free rides on vintage buses around Epping Forest and bookstall selling special souvenir booklet, as well as other books and photographs of historic buses and railways. Approx. 5min walk from Chingford bus and railway stations. London bus route 397 stops nearby. Open 10.30-17.00. Further details of events, please send SSAE to: NLETE, 8 The Rowans, Palmers Green, N13 5AD or e-mail: nleevents@outlook.com

## SATURDAY/SUNDAY 9/10 SEPTEMBER

**Coventry Heritage Weekend**. Scheduled tours visiting up to 15 locations using vehicles from Roger Burdett Collection plus visiting vehicles. Details from Roger on 07889 214236 or e-mail: rogerrbctc@aol.com

**Aston Manor Road Transport Museum. Heritage Open Days**. Free admission to the museum for this national event (no stalls). Museum located at Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. 10.30-16.00. Enquiries: 01922 454761, website: www.amrtm.org or on Facebook (under the Museum name).

**Museum of Transport Greater Manchester 'Heritage Open Days'** at Boyle Street, Cheetham, Manchester M8 8UW. 10.00-17.00. Free admission and free heritage buses between the Museum, MoSI and People's History Museum. Further details from 0161 205 2122 (Weds, Sat, Sun 10.00-17.00), e-mail: email@gmts.co.uk or visit www.motgm.uk

**Southampton Heritage Open Days**. Free bus rides (Southampton & District Transport Heritage Trust operated) as part of city-wide events. Details e-mail: info@shods.org.uk.

**ALDENHAM TRANSPORT SPECTACULAR**  
ALLUM HALL, 2 ALLUM LANE, ELSTREE AND BOREHAMWOOD, WD6 3PJ  
**SATURDAY 4TH NOVEMBER 2017**  
10:00 - 16:00

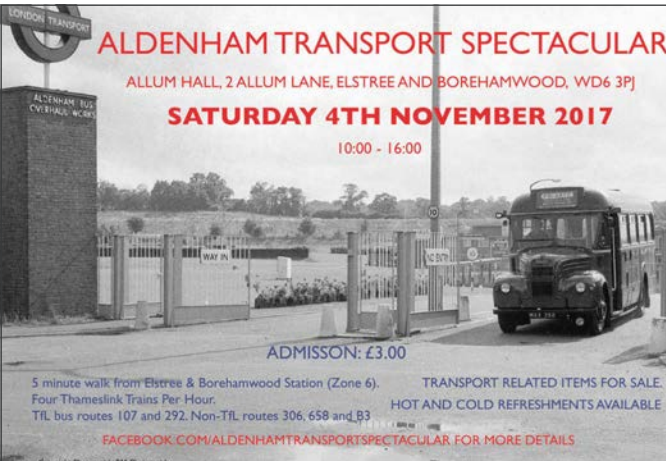
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## MUSEUMS

**THE SCOTTISH VINTAGE BUS MUSEUM**

**Sat/Sun 19/20 August**  
**2017 MUSEUM OPEN WEEKEND**  
**& Transport Collectors' Fair**

- large display of museum & visiting vehicles
- half-hourly free shuttle to/from Dunfermline Bus Station
- Forth Bridges tour (additional charge)
- exhibition hall with display of bus & coach artefacts
- museum shop, cafe & visiting stalls, autojumble & refreshments
- Open 10am - 5pm. Free Parking.

Admission: Adult £7, Child/Concession £5, Family £17  
(Child age 5-15, Family up to 2 adults & 2 children)

Visit our website for details of other events taking place at the museum.

**01383 623 380 www.svbm.org.uk**

SCOTLAND'S MILITARY MUSEUM  
SHELDON

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Scottish Vintage Bus Museum  
Registered Charity No. SC011494

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M90 Commerce Park, Lathalmond, Fife KY12 0SJ  
Stall & Vehicle Entry Forms can be downloaded from our website.



**TRANSPORT Museum WYTHALL**

Chapel Lane, Wythall, Worcestershire B47 6JX  
**www.wythall.org.uk**  
Tel: 01564 826471  
registered charity no 1167872

**FORTHCOMING EVENTS**  
(open 10.30am - 5pm)

**Open to 29th October**

**Saturdays, Sundays & Bank Holidays**

**Also Wednesdays during school holidays**

**AUGUST BANK HOLIDAY SUNDAY & MONDAY 27th & 28th AUGUST**

**AUTUMN RUNNING DAY OCTOBER 8th BIRMINGHAM BUSES BIRTHDAY**

**SATURDAY OCTOBER 28th TWILIGHT RUNNING DAY (OPEN 11am - 7pm)**

A classic bus also runs at 1.00 and 2.30 on Saturdays & Wednesdays during school holidays see website timetable for exact dates





# GLASGOW VINTAGE VEHICLE TRUST 2017 OPEN WEEKEND



**SAT 7<sup>th</sup>  
&  
SUN 8<sup>th</sup>  
OCTOBER  
2017**

**FREE Vintage Bus Service**

Visiting Vehicles

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Exhibition

**OPEN**  
10am-5pm

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# *The* **SAMUEL LEDGARD** *Society*

**Saturday 14th October 2017**

**This is the day – 50 years to the day, and of course it is also a Saturday, since our beloved Ledgard buses returned to their depots for the very last time.**

## **13th ANNUAL TRANSPORT COLLECTORS' FAIR**

**PUDSEY CIVIC HALL, LEEDS**

**Doors open 10am until 3pm.**

**Over 100 stalls selling all manner of transport related memorabilia, books, photographs, tickets, metalwork and railwayana.**

**Refreshments available from 10am to 3pm.**

## **Admission only £1**

***From mid-day there will be FREE local trips on vintage buses departing from outside the Civic Hall***

**Venue: 200yds from New Pudsey Station.**

**Near the junction of the A6120 Leeds Ring Road and the A647 Leeds to Bradford Road at 'Dawson's Corner'. About 2 miles from the centre of Pudsey**

**Civic Hall signposted - Free car parking adjacent to Hall  
OWLCOTES SHOPPING CENTRE NEARBY**



## **Sunday 15th October**

**As if the Saturday isn't enough we now move on to Otley for another free bus service to mark the takeover date of Ledgard's by the West Yorkshire Road Car Company.**

**Departing from outside the bus station a timetable of routes is being planned and will be operated by preserved West Yorkshire buses and other guest vehicles including Ledgard's.**



**In the evening all are invited to a social meeting in the Rose and Crown pub, Bondgate, Otley from 7.30 p.m.**

**Enquiries to: Barry Rennison 0113 236 3695  
e-mail: [rennison@cc-mail.co.uk](mailto:rennison@cc-mail.co.uk)**







# West Riding Omnibus Preservation Society



## Dewsbury Bus Museum Summer Spectacular Running Day!



**Sunday 13th August 2017**

10.30 am until 4.30 pm



**Based at The Mill Outlet, Batley!**  
**Free network of local bus services!**  
**Shuttle service from Dewsbury Bus Station!**  
**20 buses running in service!**  
**Stalls and sideshows!**  
**Trips to Dewsbury Bus Museum!**

**Souvenir programme containing bus timetables  
and vehicle allocation only £3.00!**

**You can order your programme in advance by post**

**Full details available on our website:**

**[www.dewsburybusmuseum.co.uk](http://www.dewsburybusmuseum.co.uk)**

**At the Museum building you will be able to see  
projects in progress, our own stalls  
and the Bus Museum Café!**

**Tel/fax: 0844 504 0089**

**Postal address: 47E Dale Street, Ossett, WF5 9HE**



## West Riding Omnibus Museum Trust

Registered charity No. 702232







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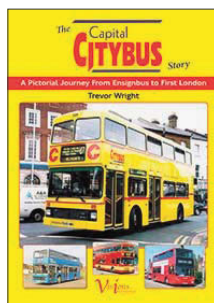
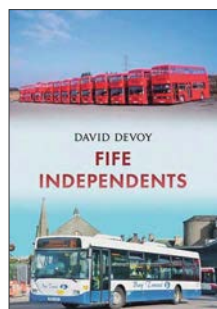
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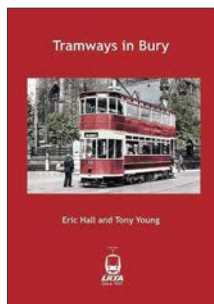
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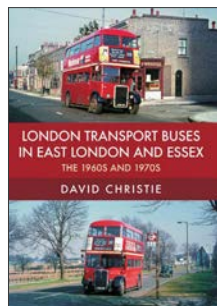
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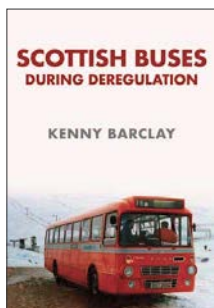
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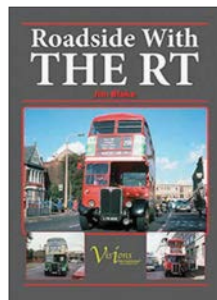
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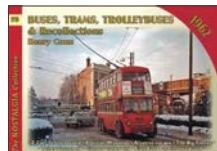
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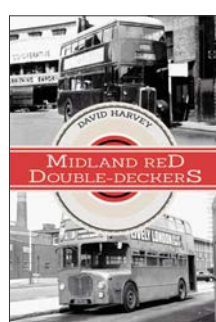


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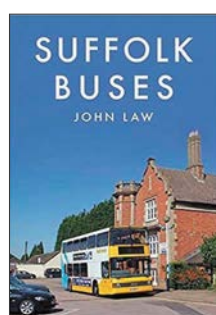
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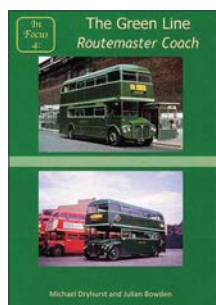
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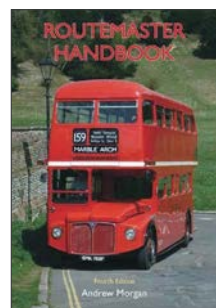
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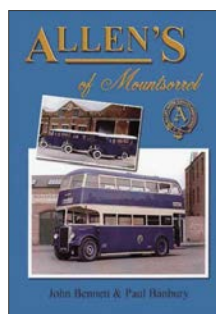
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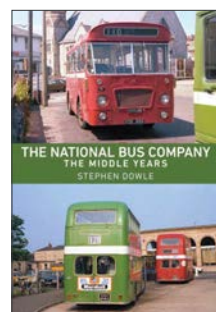
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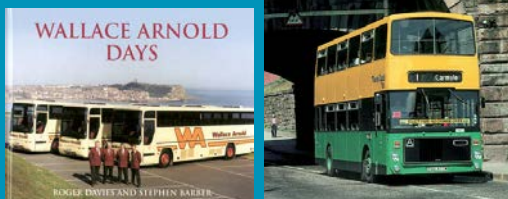
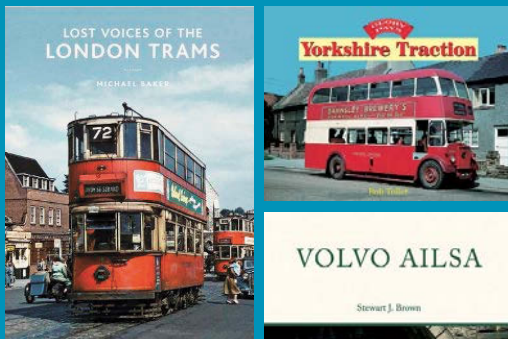
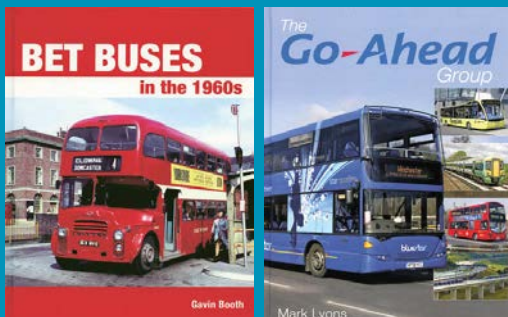
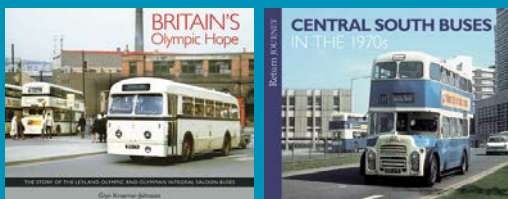


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